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## VI. ALTERNATIVES

### A. INTRODUCTION

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#### 1. INTRODUCTION

Under CEQA, the identification and analysis of alternatives to a project is a fundamental part of the environmental review process. CEQA Public Resources Code Section 21002.1(a) establishes the need to address alternatives in an EIR by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, "the purpose of an environmental impact report is . . . to identify alternatives to the project."

Direction regarding the definition of project alternatives is provided in the CEQA Guidelines as follows:

"An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives."<sup>474</sup>

CEQA Guidelines emphasize that the selection of project alternatives be based primarily on the ability to reduce impacts relative to the proposed project, "even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly."<sup>475</sup> The Guidelines further direct that the range of alternatives be guided by a "rule of reason," such that only those alternatives necessary to permit a reasoned choice are addressed.<sup>476</sup>

In selecting project alternatives for analysis, potential alternatives must pass a test of feasibility. CEQA Guidelines Section 15126.6(f)(1) states that:

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<sup>474</sup> CEQA Guidelines Section 15126.6(a).

<sup>475</sup> CEQA Guidelines Section 15126.6(b).

<sup>476</sup> CEQA Guidelines Section 15126.6(f).

“Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site . . . .”

Beyond these factors, CEQA Guidelines require the analysis of a “no project” alternative and an evaluation of alternative location(s) for the project, if feasible. Based on the alternatives analysis, an environmentally superior alternative is to be designated. If the environmentally superior alternative is the No Project Alternative, then the EIR shall identify an environmentally superior alternative among the other alternatives.<sup>477</sup> In addition, CEQA Guidelines Section 15126.6(c) requires that an EIR identify any alternatives that were considered for analysis but rejected as infeasible and discuss the reasons for their rejection.

Of the various alternatives available for evaluation, the process of selecting project alternatives to be analyzed in this EIR included an identification of the significant effects associated with the PacifiCenter project, a review of the basic objectives established for the project (outlined in Section III, Project Description, and in subsection VI.A.3, below), and consideration of the land use plans applicable to the proposed site. Based on these factors, the alternatives that were selected for analysis include:

- **No Project/No Build Alternative:** The No Project/No Build Alternative assumes that the PacifiCenter project will not be developed and development of the PacifiCenter site with new uses and structures will not otherwise occur. Implementation of the separately approved and permitted soil and groundwater remediation program currently in progress at the site will continue in accordance with Cleanup and Abatement Order 95-048 issued by the Los Angeles Regional Water Quality Control Board. Under this Alternative, much of the development will be removed to provide for remediation activities. However, the 380,000 square feet within the Boeing Enclave and Building 1C are assumed to continue to operate until such time the operations cease;
- **No Project/Development in Accordance with Existing Plans Alternative:** Under the No Project/Development in Accordance with Existing Plans Alternative, the PacifiCenter project will not be developed, but other

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<sup>477</sup> CEQA Guidelines Section 15126.6(e)(2).

redevelopment activities will occur on-site on a building-by-building basis. Redevelopment within the portion of the project site located in the City of Long Beach will be completed in accordance with PD-19 (the zoning for the site) and LUD Nos. 7 and 12 (the General Plan Land Use Designations for the site). Redevelopment of the portion of the site located in the City of Lakewood will proceed in accordance with the regulations set forth for the M-2 zoning, the City of Lakewood General Plan, and the City's Redevelopment Plan for Redevelopment Plan Area III. The No Project/Development in Accordance with Existing Plans Alternative will be consistent with the floor area permitted on-site by the PD-19 Ordinance. Thus, this Alternative assumes that a total of approximately 6,231,000 square feet of floor area will be replaced and developed;

- **Reduced Intensity Alternative:** In defining the Reduced Intensity Alternative, it was recognized that each of the significant impacts of the proposed project occur where the thresholds of significance are very low relative to either project scale or implementation requirements. As an example, the project's air quality impacts could not be avoided without reducing project development intensity by more than 90 percent. Since analysis of such a limited alternative would not yield constructive input to the environmental review process, the Reduced Intensity Alternative was defined with reduced components of the proposed project's key elements in order to address project impacts while simultaneously retaining sufficient critical development mix and mass to accomplish most of the project's basic objectives, though reduced to a degree. Thus, the Reduced Intensity Alternative will include up to 1,400 single-family and multi-family residential uses, approximately 3.3 million square feet of office, R&D, light industrial, retail, and aviation-related uses, up to 400 hotel rooms, and 11 acres of park space. Similar to the project, operations within the Boeing Enclave may be replaced by new uses once operations in the Boeing Enclave cease; and
- **Non-Residential Alternative:** The Non-Residential Alternative assumes that the site will be redeveloped with retail and warehouse/distribution uses. Under this Alternative, approximately 1.1 million square feet of retail uses will be developed in the northern portion of the project site and approximately 4.0 million square feet of warehouse/distribution uses will be developed toward the more southern portion of the project site. The retail floor area will provide for a new major regional shopping area in the City of Long Beach and the warehouse/distribution floor area will provide for uses that respond to markets associated with the Port of Long Beach, the surrounding freeway system, and the adjacent Long Beach Airport. Similar to the project, operations within the

Boeing Enclave may be replaced by new uses once operations in the Boeing Enclave cease.

Each of these alternatives is described in more detail in Section VI.B, below.

## **2. OBJECTIVES OF THE PROPOSED PROJECT**

The following set of objectives, which are discussed in more detail in Section III, Project Description of this EIR, have been developed after consideration of relevant goals, objectives, and policies established by the various planning documents adopted by the Cities of Long Beach and Lakewood. These objectives have been considered in the development of the alternatives outlined above.

### **General Objectives**

- Maintain and enhance major employment centers, such as the airport area (City of Long Beach Land Use Generalized Concept Plan; City of Lakewood Land Use Element Goal 5);
- Encourage industrial and commercial projects in underutilized areas, which will make a positive contribution toward the jobs-housing balance and create job opportunities for the local labor force (City of Lakewood Land Use Element Policy 5.1);
- Retain, expand and attract new business (City of Long Beach Strategic Plan Goal B1);
- Concentrate new housing in proximity to growing employment centers to reduce commute time, lessen energy consumption and improve air quality (City of Long Beach Land Use Element page 22; City of Lakewood Circulation Element Goal 6);
- Assist in improving the quality and availability of neighborhood housing and in building a strong network of healthy neighborhoods (City of Long Beach Strategic Plan Goals N1 and N5);
- Provide for the construction of housing along major arterial corridors by removing underutilized and deteriorated commercial and industrial structures and recycling these old commercial and industrial properties by developing carefully designed, quality residential uses that promote better living conditions

and promote access to employment centers (City of Long Beach Strategic Plan Strategic Action N5.3);

- Provide for the opportunity to capitalize on the development and economic potential of underutilized properties zoned for commercial and manufacturing uses (City of Lakewood Economic Development Element Goal 3);
- Ensure that commercial uses are compatible with adjacent residential uses (City of Lakewood Land Use Element Goal 2);
- Maintain and expand property, retail and other City tax revenues in order to support quality service levels (City of Lakewood Economic Development Element Goal 1);
- Help to reverse the trend of local and regional job losses (City of Lakewood Economic Development Element Goal 2); and
- Provide usable open space tailored to project-generated recreational demands that would otherwise be placed on public open space and recreation resources (City of Long Beach Open Space Element Policy 4.10).

**Design Objectives**—To enhance the public acceptance and long-term investment value of the PacifiCenter project, the Applicant seeks as a basic design objective to develop a master-planned, mixed-use community, which will blend mutually supportive uses, such as employment, housing and life style amenities, that are desired in today's commercial and residential marketplace; make efficient use of land and infrastructure; and foster a strong sense of community.

The Applicant's basic design objective includes the following specific goals:

- Establish a community that provides a mix of land uses with a live, work, and play environment that includes new infrastructure and amenities to attract and support quality commercial tenants and a stable residential area;
- Provide for creative, flexible, and sustainable commercial development opportunities to allow for various tenant needs from research and development to multi-tenant and corporate office space to warehousing;
- Offer state-of-the-art telecommunication systems and services for tenants and residents;

- Provide a variety of residential types to accommodate the needs of various employees, which is envisioned to enhance PacifiCenter's ability to attract a number of significant employers to the area, including employers whose employees can work and live on the site;
- Include a mix of commercial land uses, including restaurants, retail space, and hotel(s), to support tenant, residential, and community needs; to create a sense of community; and to reduce employee, resident, and visitor trips and trip distance;
- Create an attractive setting, including landscaping and open space, some of which will serve as recreational areas;
- Transform the existing pattern of very large buildings and parcels in order to create identifiable neighborhoods and districts throughout the proposed development to provide a sense of community through the provision of walkable streets and neighborhood amenities;
- Establish design standards with which each and every development within the PacifiCenter project will be required to comply;
- Take advantage of the PacifiCenter project's adjacency to the Airport and consider, as appropriate, aviation-related uses that support or are complementary to new development within the PacifiCenter project; and
- Locate new uses within the PacifiCenter project site in a manner that is appropriate to and compatible with other adjacent uses and with adjacent off-site uses to minimize impacts and maximize economic viability. Particular sensitivity should be directed toward compatibility of on-site uses with adjacent off-site residential uses.

**Development Implementation Objectives**—The Applicant's primary development implementation objectives are:

- To optimize its ability to respond to market conditions during the buildout of the PacifiCenter project through a development implementation objective that will allow the project to be market-driven. The implementation program:
  - identifies specific land uses that are permitted to be developed within two primary land use categories;

- establishes a maximum floor area or unit cap that can be developed for each land use category;
  - establishes development intensities that will respond to an anticipated range of market conditions;
  - establishes development standards that include such aspects as maximum building heights and setbacks; and
  - establishes a commercial infrastructure phasing plan that will provide commercial infrastructure in advance of market demand.
- To create a regulatory environment that will facilitate a rapid delivery of space and/or move-in ready facilities so that PacifiCenter becomes one of the most viable and attractive locations in southern California.

**Economic Objectives**—The Applicant's basic economic objective is to:

- Optimize the value of existing property no longer in use or needed for aircraft manufacturing by balancing reuse opportunities with community needs and environmental constraints, while creating significant employment and housing opportunities.

The achievement of this basic objective is closely dependent on the character, intensity, and mix of development that has been proposed. A critical part of the Applicant's basic economic objective for the proposed project is to optimize its contribution to the fiscal well-being of the Cities of Long Beach and Lakewood relative to current circumstances and other project objectives.

Another economic objective of the project is to provide the opportunity to expand high tech, research and development uses, hotels, restaurants, and offices consistent with the Airport Employment/Activity Center policy. (Refer to Section V.H, Land Use and Planning, for a discussion of land use designations and policies applicable to the project site.)

### 3. ALTERNATIVES CONSIDERED AND REJECTED

In accordance with CEQA Guidelines Section 15126.6(c), an EIR should identify any alternatives that were considered for analysis but rejected as infeasible and briefly explain the reasons for their rejection. According to the CEQA Guidelines, among the factors that may be used to eliminate alternatives from detailed consideration are the alternative's failure to meet most of the basic project objectives (outlined above), the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts. Alternatives that have been considered and rejected as infeasible include:

- **May 2001 Project:** A project that included up to 8.4 million square feet of commercial floor area, 2,513 housing units, and 600 hotel rooms was originally proposed in May 2001. This project or alternative was rejected based on agency and public input and the desire to lessen and avoid significant environmental effects that would have occurred under that project.
- **Late 2001 Project:** A project that included 4.7 million square feet of commercial floor area, 3,800 housing units, and 600 hotel rooms was proposed in late 2001. This proposal included an exchange program between commercial floor area and residential units. Under this exchange program, if the residential unit count were reduced to 2,580 units, up to approximately 6.8 million square feet of commercial uses could be developed in addition to 600 hotel rooms. This project or alternative was rejected based on City and public input and the desire to lessen and avoid significant environmental effects that would have occurred under that project.
- **Office/Warehouse/Retail Alternative:** This alternative included floor area that was comprised of one-third office space, one-third warehouse/distribution space, and one-third retail space. The primary reason for rejecting this alternative as infeasible was that it did not achieve the project objectives, including the objective to optimize the ability to respond to market conditions, and was not compatible with adjacent off-site uses.
- **Commercial/Entertainment Alternative:** Due to the potential for commercial/entertainment uses to generate a large number of vehicle trips, potential off-site land use compatibility impacts, and inconsistency with project objectives, including the objectives regarding the creation of a mixed-use community that complements adjacent uses, such an alternative was rejected.
- **Heavy Manufacturing Alternative:** An alternative consisting entirely of heavy manufacturing uses on the project site was rejected as infeasible as it would



result in substantially increased impacts as compared to the project and would not meet many of the project objectives, including the objective to optimize the ability to respond to market conditions.

- **Senior Housing Alternative:** An alternative involving a housing component comprised primarily of senior housing has been rejected as infeasible primarily due to its inability to meet the objectives of the project, including the objective to respond to market conditions and to provide a variety of residential product types.
- **Alternative locations distant from the PacifiCenter site:** As discussed in more detail below, the project site is available for development because Boeing has determined that it is no longer needed for internal purposes. Boeing has thus proposed the PacifiCenter project because such development of the site will enhance its value and achieve the other objectives expressed above. With this understanding, it is apparent that Boeing will not attempt to acquire another property on which to develop a project similar to that proposed on the project site. Developing a project like PacifiCenter on any available property is not a Boeing corporate objective, while developing PacifiCenter on the project site is, because it will enhance the value of a surplus asset. Therefore, alternative locations not already owned by Boeing cannot be reasonably considered, as their acquisition will be infeasible.

#### **4. ANALYSIS FORMAT**

In accordance with CEQA Guidelines Section 15126.6(d), each alternative is evaluated in sufficient detail to determine whether the overall environmental impacts would be less, similar, or greater than the corresponding impacts of the PacifiCenter project. Furthermore, each alternative is evaluated to determine whether the project objectives, which are outlined above and in Section III, Project Description, will be substantially attained by the alternative. The evaluation of each of the alternatives follows the process described below:

- a. The net environmental impacts of the alternative after implementation of reasonable mitigation measures are determined for each environmental issue area analyzed in the EIR.
- b. Post-mitigation significant and non-significant environmental impacts of the alternative and the project are compared for each environmental issue area. Where the net impact of the alternative will be clearly less adverse or more

beneficial than the impact of the project, the comparative impact is said to be “less.” Where the alternative’s net impact will be clearly more adverse or less beneficial than the project, the comparative impact is said to be “greater.” Where the impacts of the alternative and the project will be roughly equivalent, the comparative impact is said to be “similar.”

- c. The comparative analysis of the impacts is followed by a general discussion of whether the underlying purpose and basic project objectives are substantially attained by the alternative.

Table 85 on page 809 provides a summary comparison of the impacts associated with each of the proposed alternatives with the impacts of the PacifiCenter project.

Table 85

**COMPARISON OF IMPACTS OF THE ALTERNATIVES  
WITH IMPACTS OF THE PROPOSED PACIFICENTER PROJECT**

<b>Issue Area</b>	<b>Proposed Project Impact*</b>	<b>Alternative 1 No Project/ No Build Alternative*</b>	<b>Alternative 2 No Project/ Development in Accordance with Existing Plans Alternative*</b>	<b>Alternative 3 Reduced Intensity Alternative*</b>	<b>Alternative 4 Non-Residential Alternative*</b>
Aesthetics	Less than significant	Greater (less than significant)	Greater (less than significant)	Less	Greater (significant)
Air Quality					
Regional Construction Emissions	Significant	No Impacts (project impact avoided)	Similar (significant)	Less (significant)	Similar (significant)
Local Construction Emissions	Significant	No Impacts (project impact avoided)	Similar (significant)	Less (significant)	Similar (significant)
Regional Operation Emissions	Significant	No Impacts (project impact avoided)	Less (significant)	Less (significant)	Less (significant)
Local Operation Emissions	Less than significant	No Impacts (less than project)	Less	Less	Less
Cultural Resources					
Historic Resources	Less than Significant	No Impacts (similar to project)	Similar	Similar	Similar
Archaeological Resources	Less than significant	No Impacts (less than project)	Similar	Similar	Similar
Geology and Soils					
Grading and Site Design	Less than significant	No Impacts (less than project)	Similar	Similar	Similar

Table 83 (Continued)

**COMPARISON OF IMPACTS OF THE ALTERNATIVES  
WITH IMPACTS OF THE PROPOSED PACIFICENTER PROJECT**

<b>Issue Area</b>	<b>Proposed Project Impact*</b>	<b>Alternative 1 No Project/ No Build Alternative*</b>	<b>Alternative 2 No Project/ Development in Accordance with Existing Plans Alternative*</b>	<b>Alternative 3 Reduced Intensity Alternative*</b>	<b>Alternative 4 Non-Residential Alternative*</b>
Seismicity	Less than significant	No Impacts (less than project)	Similar	Similar	Similar
Hazards and Hazardous Materials	Less than significant	No Impacts (less than project)	Similar	Similar	Similar
Hydrology	Significant	No Impacts (less than project/ existing impact may be maintained)	Greater	Similar	Greater
Water Quality	Less than significant	Similar	Greater (less than significant)	Similar	Greater (less than significant)
Land Use and Planning	Less than significant	Greater (less than significant)	Similar	Less (less than significant)	Greater (compatibility significant)
Noise					
Construction	Significant	No Impacts (project impact avoided)	Greater	Less (significant)	Similar
Operation					
Traffic Noise	Significant	No Impacts (project impact avoided)	Less (significant)	Less (significant)	Similar (significant)
Other Operations	Less than significant	No Impacts (less than project)	Greater (less than significant)	Less	Similar

Table 83 (Continued)

**COMPARISON OF IMPACTS OF THE ALTERNATIVES  
WITH IMPACTS OF THE PROPOSED PACIFICENTER PROJECT**

<b>Issue Area</b>	<b>Proposed Project Impact*</b>	<b>Alternative 1 No Project/ No Build Alternative*</b>	<b>Alternative 2 No Project/ Development in Accordance with Existing Plans Alternative*</b>	<b>Alternative 3 Reduced Intensity Alternative*</b>	<b>Alternative 4 Non-Residential Alternative*</b>
Employment	Less than significant	Policies: Greater (less than significant); Projections: Less	Policies: Less; Projections: Greater (less than significant)	Similar	Similar
Housing	Less than significant	Policies: Greater (less than significant); Projections: Less	Policies: Greater (less than significant); Projections: Less	Similar	Projections: Less; Policies: Greater (less than significant)
Population	Less than significant	No Impacts (less than project)	Less	Less	Less
Police Protection	Potentially significant <sup>a</sup>	No Impacts (project impact avoided)	Less (potentially significant)	Less (potentially significant)	Similar (potentially significant)
Fire Protection	Potentially significant <sup>a</sup>	No Impacts (project impact avoided)	Fire Protection: Less (potentially significant); Fire Flows: Greater (less than significant)	Less (potentially significant)	Similar (potentially significant)
Schools	Less than significant	No Impacts (less than project)	Less	Less	Less
Recreation	Less than significant	No Impacts (less than project)	Less	Less	Less

Table 83 (Continued)

**COMPARISON OF IMPACTS OF THE ALTERNATIVES  
WITH IMPACTS OF THE PROPOSED PACIFICENTER PROJECT**

<b>Issue Area</b>	<b>Proposed Project Impact*</b>	<b>Alternative 1 No Project/ No Build Alternative*</b>	<b>Alternative 2 No Project/ Development in Accordance with Existing Plans Alternative*</b>	<b>Alternative 3 Reduced Intensity Alternative*</b>	<b>Alternative 4 Non-Residential Alternative*</b>
Libraries	Potentially significant <sup>a</sup>	No Impacts (project impact avoided)	Less (project impact avoided)	Less (potentially significant)	Less (project impact avoided)
Transportation/Circulation					
Intersections	Significant	No Impacts (project impact avoided)	Less (significant)/mitigated through fees	Less (significant)	Less (significant)
Residential Street Segments	Significant	No Impacts (project impact avoided)	Less (significant)	Less (significant)	Less (significant)
Transit	Less than significant	No Impacts (less than project)	Less (less than significant)	Less	Less
Parking	Less than significant	No Impacts (less than project)	Similar	Similar	Similar
Bicycle & Pedestrian Circulation	Less than Significant	No Impacts (less than project)	Greater (less than significant)	Similar	Greater (less than significant)
Water	Less than significant	No Impacts (less than project)	Similar	Less	Less
Sewer	Less than significant	No Impacts (less than project)	Similar	Less	Less
Solid Waste	Less than significant	No Impacts (less than project)	Less	Less	Greater (less than significant)

Table 83 (Continued)

**COMPARISON OF IMPACTS OF THE ALTERNATIVES  
WITH IMPACTS OF THE PROPOSED PACIFICENTER PROJECT**

<b>Issue Area</b>	<b>Proposed Project Impact*</b>	<b>Alternative 1 No Project/ No Build Alternative*</b>	<b>Alternative 2 No Project/ Development in Accordance with Existing Plans Alternative*</b>	<b>Alternative 3 Reduced Intensity Alternative*</b>	<b>Alternative 4 Non-Residential Alternative*</b>
Energy	Less than significant	No Impacts (less than project)	Less	Less	Electricity: Greater (less than significant); Natural Gas: Less

\* Indicates level of significance after mitigation. If the impacts of the alternative are greater or less than the project, the level of significance is indicated in parenthesis. If the impacts of the alternative are similar to the project, the level of significance is the same as the proposed project.

<sup>a</sup> Potentially significant impacts associated with police service, fire service, and libraries will only occur in the event that project-generated General Fund revenue is allocated to municipal purposes other than to the provision of these services.

Source: PCR Services Corporation, January 2004.

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**VI. ALTERNATIVES**  
**B. ALTERNATIVES ANALYSIS**  
**1. NO PROJECT/NO BUILD ALTERNATIVE**

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**1. DESCRIPTION OF THE ALTERNATIVE**

In accordance with the CEQA Guidelines, “the no project analysis shall discuss the existing conditions . . . , as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.”<sup>478</sup> The Guidelines continue to state that “in certain instances, the no project alternative means ‘no build’ wherein the existing environmental setting is maintained.”<sup>479</sup>

The No Project/No Build Alternative assumes that the PacifiCenter project will not be developed and development of the PacifiCenter site with new uses and structures will not otherwise occur. Implementation of the separately approved and permitted soil and groundwater remediation program currently in progress at the site will continue in accordance with Cleanup and Abatement Order 95-048 issued by the Los Angeles Regional Water Quality Control Board. To provide for this remediation program, a total of approximately 4.65 million square feet of existing site development will ultimately be removed prior to implementation of the No Project/No Build Alternative. While the remediation program may ultimately include the demolition of an estimated 380,000 square feet of floor area within the 48-acre Boeing Enclave area (shown on Figure 3 in Section III, Project Description), operations of the Boeing Enclave are expected to remain under this Alternative.

The No Project/No Build Alternative will thus consist of the continued use of approximately 380,000 square feet of occupied floor area concentrated within 48 acres in the western portion of the 261-acre PacifiCenter site. As under existing conditions, operations within the Boeing Enclave under the No Project/No Build Alternative will continue to include final aircraft preparation; ground support; receiving and delivery operations; customer operations; aircraft testing; commercial flight and avionic testing and

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<sup>478</sup> CEQA Guidelines Section 15126.6(e)(2).

<sup>479</sup> CEQA Guidelines Section 15126.6(e)(3)(B).



development; flight dispatch operations; fire department services; aircraft fueling; security operations; and maintenance operations for buildings and equipment. Development within the Boeing Enclave will continue to be comprised of low- to mid-rise industrial and R&D buildings and airplane hangers, ranging in size from approximately 100 to 176,000 square feet of floor area. The existing visual appearance of the Boeing Enclave will also be unaltered. Specifically, the corrugated metal building exteriors, heavy equipment and infrastructure, and surface paving within this area of the site will remain. The other 213 acres of the PacifiCenter site will be fenced and will remain undeveloped following demolition activities associated with the mandated remediation program. It is assumed that on-site roadways providing access to the continued operations within the Boeing Enclave will remain in place as part of this Alternative.

## 2. ENVIRONMENTAL IMPACT CATEGORIES

**Aesthetics.** Under the No Project/No Build Alternative, the majority of the project site will remain undeveloped vacant and disturbed urban land subsequent to completion of the remediation activities and will be stabilized and enclosed by fencing. The existing uses and visual appearance of the Boeing Enclave will remain, and no new aesthetic elements, such as buildings or lighting, will be introduced. Existing public and private views of the site and surrounding aesthetic resources, including distant views of the San Gabriel Mountains, will not be altered by implementation of this Alternative. In addition, this Alternative will not introduce lighting that will substantially affect nighttime views, illuminate adjacent light-sensitive uses, or include highly reflective surfaces that produce intense glare onto adjacent glare-sensitive uses. However, this Alternative will not include elements proposed under the PacifiCenter project that will have a beneficial effect on the aesthetic character of the area, such as the provision of green/open space and landscaped areas and street setbacks. Rather, much of the site will remain vacant and disturbed land which will detract from the area and support an appearance of urban blight. Thus, new aesthetic impacts will occur under the No Project/No Build Alternative, and impacts will be greater than those associated with the PacifiCenter project.

**Air Quality.** The No Project/No Build Alternative will involve the continued use of approximately 380,000 square feet of floor area in the Boeing Enclave. As such, it will not generate a significant amount of additional air pollutants, although current emissions of  $O_3$  and  $PM_{10}$  in the region exceed federal and State air quality standards for criteria pollutants. Regional and localized construction air emissions will not occur under this Alternative, and diesel particulate emissions will not increase. Regional operation emissions also will not increase. Specifically, in the absence of new development and operations, the estimated existing operation emissions of 85 lbs/day of  $CO$ , 45 lbs/day of  $NO_x$ , 20 lbs/day of  $PM_{10}$ ,

11 lbs/day of ROC, and 2 lbs/day of SO<sub>x</sub> will remain unaffected, and the zero net increase in emissions will be less than significant for each of the criteria pollutants. Like the proposed project, the No Project/No Build Alternative will not result in significant impacts associated with local area concentrations of PM<sub>10</sub>, CO, or NO<sub>2</sub>. In addition, this Alternative will comply with the mandatory requirements of SCAQMD Rule 403 for fugitive dust emissions, which includes, but is not limited to, using best available control measures to minimize fugitive dust emissions from various fugitive dust sources such as vacant sites and disturbed surfaces. No new air quality impacts will result from this Alternative and the significant construction (regional and local) and regional operation emissions impacts that will occur under the project will be avoided.

**Cultural Resources.** As part of the demolition activities associated with the ongoing remediation program, 17 of the 18 structures that comprise a potential historic district on-site will be removed (refer to Section V.C, Cultural Resources, for a description of the potential historic district). The remaining structure, Building 15, is located within the Boeing Enclave and is considered a contributing resource to the potential historic district. To the extent that Building 15 is not required to be removed as part of the remediation program currently underway for the site, this Alternative will not affect Building 15. Nonetheless, this building is only historically significant in the context of the historic district. Assuming Building 15 is not removed as part of this Alternative, this Alternative will not contribute to a significant cumulative impact on historic resources, and potential cumulative impacts under this Alternative will be less than those associated with the project. However, project impacts will be similar to the PacifiCenter Project.

The No Project/No Build Alternative will not involve additional excavation and/or grading activities on the project site beyond those activities associated with the remediation program already underway. Therefore, this Alternative will avoid the potential impacts related to the discovery of unknown archaeological resources. Accordingly, impacts to archaeological resources associated with this Alternative will not occur, and impacts will be less than under the PacifiCenter project.

**Geology and Soils.** Subsequent to remediation activities within much of the site, no additional grading/excavation, cut and fill operations or new development will occur. Thus, this Alternative will not increase the potential for unstable soil conditions that will expose people, property, or structures to an increased risk of hazard or damage. No new impacts will result and impacts will be less as compared to the project.

With regard to seismic hazards, existing development within the Boeing Enclave and the on-site population is currently exposed to a degree of seismic hazard risk, and some structures within the Boeing Enclave that may remain on-site (to the extent that

demolition is not required by the remediation program) may not meet the current seismic requirements specified within the California Building Code (which incorporates the provisions of the Uniform Building Code). In addition, the potential for liquefaction currently exists at the eastern edge and in the western portion of the site. Risks associated with this liquefaction potential will remain under the No Project/No Build Alternative. However, implementation of the No Project/No Build Alternative will not result in new significant impacts. Although on-site structures may not meet current seismic requirements, the No Project/No Build Alternative will expose fewer people and structures to seismically induced hazards than the project, thereby reducing any threats to public safety or destruction of property. No new impacts associated with seismic hazards will result and impacts will be less as compared to the PacifiCenter project.

**Hazards and Hazardous Materials.** As previously mentioned, the site is undergoing a comprehensive cleanup and abatement process to remediate soil and groundwater contamination pursuant to an order from the Los Angeles Regional Water Quality Control Board (LARWQCB). Relative to operations, the No Project/No Build Alternative will not introduce new land uses requiring the use and storage of additional hazardous materials, although existing industrial uses in the Boeing Enclave that currently use and store hazardous materials will remain. These uses will continue to be subject to a variety of Federal, State, and local regulations pertaining to hazardous materials and hazardous wastes. In addition, the No Project/No Build Alternative will not increase the on-site population or exposure of additional people to potential airport safety hazards.

In summary, the No Project/No Build Alternative will not result in the exposure of additional people to existing sources of potential health and safety hazards or expose people to new hazards. New impacts relative to hazards and hazardous materials will not occur and impacts will be less than those of the PacifiCenter project.

**Hydrology.** Under the No Project/No Build Alternative, additional green/open space and landscaping will not be introduced on the project site, and storm drain improvements will not occur. Until recently, the project site was developed with over five million square feet of floor area, with impervious surfaces constituting approximately 98 percent of the site. With the general completion of the remediation program, much of the project site will remain undeveloped and will consist of pervious surface. Thus, the No Project/No Build Alternative will involve less impervious surface area than the project and, consequently, a reduced amount of surface water runoff. As such, the capacity of the existing storm drain system will not be affected by implementation of this Alternative. However, under existing conditions, the double Reinforced Concrete Box (RCB) culverts under Lakewood Boulevard are not adequate for site-generated stormwater flows, and off-site flooding occurs. With implementation of the No Project/No Build Alternative

(subsequent to completion of the remediation program), the existing impact will only be eliminated if site runoff flows are reduced to a degree commensurate with the existing deficiency. Although no new impacts will result, the beneficial effects associated with the storm drain improvements proposed as part of the project will not occur under the No Project/No Build Alternative. Overall, impacts associated with hydrology will be less under the Alternative as compared with the project; however, a significant impact associated with the downstream RCB culverts may potentially remain if existing off-site flooding continues.

**Water Quality.** Under the No Project/No Build Alternative, there will be no new impact to water quality associated with the construction and operation of the site (such as construction dewatering, street surface water runoff, and development of new point and non-point source discharges). The Boeing Enclave and any associated NPDES-permitted surface water discharges within the Enclave will remain. The demolition activities underway on the site will result in an increase in pervious surfaces with the potential to increase sediment loads. The remediation program will continue to operate in accordance with an approved SWPPP that addresses surface water runoff. Therefore, the No Project/No Build Alternative will not result in significant impacts to surface water quality, groundwater resources, or groundwater quality, and impacts under this Alternative will be similar to the proposed project.

**Land Use and Planning.** Continued use of approximately 380,000 square feet of occupied floor area within 48 acres in the western portion of the site, will not result in inconsistencies with the City of Long Beach General Plan, Strategic Plan, and Zoning Ordinance. In addition, the No Project/No Build Alternative will not require a General Plan Amendment or new Planned Development District for the portion of the site within the City of Long Beach, as is requested as part of the proposed project. However, the Alternative will not support goals contained within the City of Long Beach General Plan or Strategic Plan pertaining to the development of the area as an activity center and providing for economic growth within the community.

With regard to the City of Lakewood, this Alternative will not support goals contained within the City's General Plan or Redevelopment Plan pertaining to the improvement and increased intensity within the underutilized area in which a portion of the project site is located. The Alternative will not serve to revitalize and redevelop the area, eliminate conditions of blight and deterioration, encourage new private sector investment, create new job opportunities, facilitate the installation and expansion of required public infrastructure, utilities, streets, and landscaping, or promote a positive image for the site and the Redevelopment Area as a whole. As such, this Alternative will not support many of the City of Lakewood General Plan and Redevelopment Plan policies.

As the No Project/No Build Alternative will not result in increased levels of traffic or air emissions, the Alternative will be considered generally consistent with the MTA's Congestion Management Plan (CMP) and the SCAQMD's Air Quality Management Plan (AQMP). However, since additional growth will not occur, the Alternative will not be consistent with SCAG's Regional Comprehensive Plan and Guide (RCPG) policies of promoting redevelopment of older areas, making better use of existing facilities, and encouraging the use of transit.

To the extent that a site comprised of predominantly vacant and disturbed land is considered compatible with nearby uses, land use impacts associated with compatibility will be less than significant. However, some individuals may consider such a void a significant land use impact.

Based on the above, since the No Project/No Build Alternative will not implement all of the policies of the City of Long Beach General and Strategic Plans, the City of Lakewood General Plan and Redevelopment Plan, and the RCPG, new land use impacts will result and impacts will be greater when compared with those projected for the PacifiCenter project. However, such impacts will be less than significant.

**Noise.** Under the No Project/No Build Alternative, increased noise levels associated with construction will not result and the significant construction impacts associated with the PacifiCenter project will be avoided. Since the Alternative will not generate additional traffic, significant noise impacts associated with noise levels from additional on-site operational traffic along Conant Street east of Lakewood Boulevard will also be avoided. The Alternative will avoid the significant and unavoidable impact associated with the potential location of A Street in the western portion of the project site farther to the north (adjacent to the Lakewood Country Golf Course). In addition, an increase in operation noise sources will not occur. However, the existing Boeing Enclave operations will continue to occur, with noise levels associated with engine testing. Therefore, the No Project/No Build Alternative will not result in noise or vibration impacts at adjacent properties. Furthermore, as this Alternative will not include a residential component, no impacts associated with locating sensitive receptors (e.g., residential land uses) in close proximity to the Airport will occur. No new noise impacts will result and impacts will be less than under the PacifiCenter project.

**Employment.** Implementation of the No Project/No Build Alternative will not result in additional on-site employment. Existing employment levels associated with the Boeing Enclave will remain unaffected. Therefore, implementation of this Alternative will not substantially alter the location, distribution, density, or growth rate of employment planned for the area by local and regional plans, resulting in fewer impacts as compared to the

project. However, as employment opportunities will not increase as a result of implementation of this Alternative, and the Alternative will not involve the beneficial impact of restoring employment previously lost at the site and throughout the City since 1990, several of the goals regarding employment set forth in the City of Long Beach Strategic Plan and the City of Lakewood General Plan and Redevelopment Plan will not be implemented. Thus, although no new impacts will occur, impacts relative to consistency with employment policies will be greater as compared with the proposed project.

**Housing.** Implementation of the No Project/No Build Alternative will not result in a demand for housing, as there will be no increase in employment on the project site. The No Project/No Build also will not provide housing. Therefore, this Alternative will not substantially alter the location, distribution, density, or growth rate of housing planned for the area by local and regional plans. However, the Alternative will not support relevant goals and policies in SCAG's RCPG or the Long Beach General Plan Housing Element. Therefore, impacts associated with goals and policies will be greater when compared with the proposed project.

**Population.** The No Project/No Build Alternative will not result in a direct or indirect increase in population in the Cities of Long Beach or Lakewood, the Gateway Cities subregion, or the County of Los Angeles. As such, this Alternative will not substantially alter the location, distribution, density, or growth rate of populations projected for the area. No new impacts will occur and impacts will be less as compared with the proposed project.

**Police Protection.** Although no new development will occur under the No Project/No Build Alternative, the area will require a police presence to patrol the vacant urban site and its enclosed and unenclosed areas. This could result in an increase in non-emergency calls. However, given that this Alternative will not result in an increase in population or employment, this increase will be less than what will occur with the PacifiCenter project. In contrast to the PacifiCenter project, this Alternative will not introduce new security features on-site. However, the police officer to population ratio, and thus the level of service, will not be affected, and access to and within the site will not change. Therefore, emergency access and emergency response times will not be disrupted or otherwise impacted. No new impacts associated with police protection services will occur, impacts will be less when compared with those projected for the PacifiCenter project, and the potentially significant project impacts associated with police protection will be avoided under this Alternative. It should be noted, however, that the project-generated General Fund revenues that could potentially be allocated to fund Long Beach Police Department (LBPD) or Los Angeles County Sheriff's Department expenditures will not be generated under the No Project/No Build Alternative.

**Fire Protection and Emergency Medical Services.** With no increase in the on-site floor area or the workforce population, the No Project/No Build Alternative will not result in an increased demand for fire protection or emergency medical services. In addition, the Insurance Service Organization (ISO) ranking and response times of the City of Long Beach Fire Department (LBFD) and Los Angeles County Fire Department (LACFD) will not be affected as a result of this Alternative. Therefore, the No Project/No Build Alternative will not result in new impacts associated with fire and emergency medical services. Impacts will be less under this Alternative, and the potentially significant impacts that will occur with the project will be avoided. It should be noted, however, that project-generated General Fund revenues that could potentially be allocated to fund LBFD expenditures will not be generated under the No Project/No Build Alternative.

**Schools.** Since no new development will be constructed and the on-site workforce population and indirect residential population will not increase under this Alternative, an increase in demand for schools in the Long Beach Unified School District's (LBUSD) jurisdiction will not result. Thus, new impacts to schools will not occur under the No Project/No Build Alternative and impacts will be less when compared with the proposed project.

**Recreation.** Since new development will not occur and the on-site population will not change under the No Project/No Build Alternative, the existing demand for parks and recreational facilities will not be affected. Thus, implementation of this Alternative will not cause existing ratios of developed parklands per resident to decrease within either the Cities of Long Beach or Lakewood, nor will it affect any existing recreational facilities in the project vicinity. However, in contrast to the proposed project, new recreation and open space areas will not be introduced on the project site. Overall, no new recreation impacts will occur under this Alternative and impacts will be less relative to the PacifiCenter project.

**Libraries.** As this Alternative will not result in a direct or indirect increase in population, the demand for library facilities associated with the No Project/No Build Alternative will remain consistent with present levels. As the service population for libraries will not change, the number of library items per capita and the amount of library facility square footage per capita will not be affected. However, as there is a system-wide shortage of library facilities within the City of Long Beach, this shortage will persist under this Alternative. Nevertheless, since the No Project/No Build Alternative will not contribute to this deficiency, no new impacts will occur. The potentially significant project impact associated with the potential that project-generated revenue is allocated to other needed municipal purposes other than to the provision of additional library resources will be avoided.

**Transportation/Circulation and Parking.** While there was recently approximately five million square feet of floor area on the project site, the site will contain approximately 380,000 square feet of occupied space following demolition associated with the ongoing remediation activities. Based on this occupancy, the No Project/No Build Alternative will generate approximately 1,370 daily trips assuming a 20 percent Transportation Demand Management (TDM) reduction. Thus, no impact to signalized intersections, freeway segments or ramps, or residential street segments will occur under this Alternative and no mitigation measures will be required. However, cumulative regional and area-wide development will still occur. While traffic levels will be decreased relative to the proposed project, by the year 2020, future traffic conditions at intersections within the study area will generally be worse when compared with future conditions with the proposed project due to the traffic improvements that will occur with implementation of the proposed mitigation measures. However, as stated, without any increase in permitted useable floor area on the PacifiCenter site, an associated increase in trips will not occur. In addition, there will be no increase in transit demand. Therefore, given that the project's significant traffic impacts on intersections and residential street segments will be avoided under this Alternative, no new traffic or transit impacts will occur and impacts will be less relative to the proposed project.

With the No Project/No Build Alternative, surface parking will continue to be provided for the uses that will remain within the Boeing Enclave. This existing parking supply that will remain on-site meets the parking requirements for the permitted uses. Therefore, no new parking impacts will occur and impacts will be less as compared with those that will occur under the PacifiCenter project.

This Alternative will not include the improvements to the bicycle and pedestrian circulation systems in the area surrounding the project site that will be implemented as part of the proposed project. Accordingly, while no new impact will occur, there will be a loss of a beneficial impact. However, impacts associated with the bicycle and pedestrian circulation systems will be less as compared to the proposed project.

**Water.** The existing water consumption levels will not be affected by implementation of the No Project/No Build Alternative since new development will not be constructed and the occupied on-site floor area will not increase beyond the existing conditions. However, implementation of this Alternative will not involve the replacement of the existing aging infrastructure on-site with a new domestic water system and new connections, nor will the reclaimed water system proposed as part of the PacifiCenter project be installed. This will result in the loss of a beneficial impact. Nevertheless, no new water impacts will occur and impacts will be less than the proposed project.



**Sewer.** The existing wastewater generation levels and the demand for sewer facilities will not be affected by implementation of the No Project/No Build Alternative since new development will not be constructed and the occupied on-site floor area will not increase. No new sewer impacts will occur and impacts associated with the Alternative will be less than under the proposed project.

**Solid Waste.** Since no new development will be constructed and the on-site population will not increase under this Alternative, solid waste disposal rates will remain consistent with existing levels (i.e., approximately 512 tons/year) and landfill capacity shortages in the region will not be exacerbated. Existing waste diversion programs will continue to be implemented on-site. Thus, no new solid waste impacts will occur and impacts will be less as compared to the proposed project.

**Energy.** Since new development will not occur and the on-site population associated with the existing occupied floor area will not change under the No Project/No Build Alternative, energy demand will not be affected and existing conditions will be maintained. Thus, the peak electricity demand based on approximately 380,000 square feet of occupied floor area will be approximately 3.1 megawatts (MW), with annual consumption of approximately 18,232 megawatt-hours (MWh). Natural gas demand will be approximately 1.5 million cubic feet per month (cf/mo). This electricity and natural gas demand represents a reduction in demand as compared with the proposed project. However, construction of new, more efficient electrical and natural gas distribution systems will not occur under this Alternative, nor will development of a new electrical substation occur, precluding the associated benefits and the creation of additional transmission capacity for future demand from off-site uses. Regardless, overall no new energy impacts will occur and impacts associated with the consumption of natural gas and electricity will be less as compared with the proposed project.

### 3. IMPACT SUMMARY

A comparative summary of the environmental impacts associated with the No Project/No Build Alternative with the environmental impacts anticipated under the PacifiCenter project is provided in Table 85 on page 809. Although many of the improvements and project elements proposed as part of the PacifiCenter project that will have beneficial effects will not occur under the No Project/No Build Alternative (refer to the discussion below), this Alternative will not result in new environmental impacts, with the exception of aesthetics, water quality and land use and planning (which will be less than significant). In addition, although new significant employment and housing impacts will not occur under the No Project/No Build Alternative, such impacts will be greater than under

the project as a result of inconsistency with relevant policies set forth in local and regional plans, though less than significant. Impacts to historic resources will be similar to those associated with the project and will also be less than significant. Further, as discussed above and similar to the proposed project, a significant hydrology impact may potentially be maintained due to an existing downstream storm drain deficiency. Nonetheless, the No Project/No Build Alternative will result in an overall reduced level of environmental impact as compared to the PacifiCenter project. With the exception of the existing hydrology impact, all of the potentially significant impacts associated with the project will be avoided under this Alternative.

#### **4. RELATIONSHIP OF THE ALTERNATIVE TO PROJECT OBJECTIVES**

Because the No Project/No Build Alternative will not involve any new development or any expansion of floor area or uses on the project site beyond the existing use of approximately 380,000 square feet within the Boeing Enclave, it will not meet any of the General, Design, Development Flexibility, or Economic Objectives established for the PacifiCenter project. General Objectives that will not be achieved with the No Project/No Build Alternative include maintaining and enhancing a major employment/activity center; maximizing the development and economic potential of underutilized properties zoned for commercial and manufacturing uses; encouraging industrial and commercial projects in underutilized areas which will make a positive contribution toward the jobs-housing balance and create job opportunities for the local labor force; and helping to reverse the trend of local and regional job losses. In addition, because the No Project/No Build Alternative will not increase the housing stock within the City of Long Beach, the General Objective regarding the location of housing within close proximity to growing employment centers to decrease travel time and reduce traffic congestion, thereby reducing energy consumption and improving air quality, will not be met. With regard to the General Objectives associated with the Long Beach 2010 Strategic Plan, this Alternative will not assist in improving the quality and availability of neighborhood housing or in building a strong network of healthy neighborhoods; provide housing along major arterial corridors by recycling underutilized and deteriorated commercial and industrial properties; or retain, expand, and attract new business.

The No Project/No Build Alternative will furthermore preclude accommodation of the proposed project's Design Objectives, including the basic design objective to develop a master-planned, mixed-use community that will blend mutually supportive uses. In addition, this Alternative will not meet the specific design goals, including but not limited to the establishment of a community with a live, work, and play environment that includes new infrastructure and amenities to attract and support quality tenants; the provision of

creative and flexible commercial development to allow for various tenant needs; the provision of a variety of residential opportunities; and the provision of a mix of commercial land uses, including restaurants, retail space and hotels, to support tenant needs and to reduce employee, resident, and visitor trips and trip distances.

The No Project/No Build Alternative will not support the Development Implementation Objectives to respond to market conditions. This Alternative also will not support the basic Economic Objective established for the project, which is to optimize the value of existing property no longer in use or needed for aircraft manufacturing by balancing reuse opportunities with community needs and environmental constraints, while creating significant employment and housing.

In summary, the No Project/No Build Alternative will not attain any of the basic objectives of the project and will not attain the Applicant's underlying purpose, which is to assist in the implementation of the Cities' long-range visions.

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**VI. ALTERNATIVES**  
**B. ALTERNATIVES ANALYSIS**  
**2. NO PROJECT/DEVELOPMENT IN ACCORDANCE WITH**  
**EXISTING PLANS ALTERNATIVE**

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**1. DESCRIPTION OF THE ALTERNATIVE**

In accordance with CEQA Guidelines Section 15126.6(e)(3)(B), the No Project Alternative may discuss “predictable actions by others, such as some other project if disapproval of the project under consideration were to occur.” CEQA Guidelines Section 15126.6(e)(3)(C) further states that the No Project Alternative should project “what would reasonably be expected to occur in the foreseeable future if the project were not approved based on current plans and consistent with available infrastructure and community services.” Based on this guidance, under the No Project/Development in Accordance with Existing Plans Alternative, the PacifiCenter project will not be developed, but other development activities will occur on-site on a building-by-building basis. Development within the portion of the project site located in the City of Long Beach will be completed in accordance with the existing zoning for the site, PD-19 (Douglas Aircraft Planned Development Ordinance), and the existing General Plan land use designations for the site, Land Use District (LUD) No. 7 (Mixed-Use) and LUD No. 12 (Harbor/Airport). Redevelopment of the portion of the site in the City of Lakewood will proceed in accordance with the regulations set forth for the M-2 (Heavy Manufacturing) zoning, the City of Lakewood General Plan, and the City’s Redevelopment Plan for Redevelopment Plan Area III.

Under this Alternative, the amount of floor area developed on the project site will be consistent with the floor area permitted on-site by the PD-19 Ordinance. At the time PD-19 was adopted, the on-site development within Long Beach included approximately 5.1 million square feet of manufacturing/processing, aircraft assembly/subassembly, R&D, offices, material storage, testing/laboratories, ancillary services, and aviation-related uses. In addition to the on-site floor area indicated at the time of adoption, the PD-19 Ordinance allows for additional development not to exceed an intensity that will generate 1,014 P.M. peak-hour (4:00 to 6:00 P.M.) trips. Based on these peak-hour trips, approximately 1,131,000 square feet of additional R&D floor area will be allowed, assuming a 20 percent TDM reduction in accordance with the PD-19 Ordinance. Thus, this Alternative assumes that a total of approximately 6,231,000 square feet of floor area will be replaced and developed within the 261-acre site subsequent to completion of Cleanup and Abatement

Order 95-048 issued by the California Regional Water Quality Control Board, Los Angeles Region.<sup>480</sup>

Given the downturn in the aerospace industry and emerging development trends in the surrounding area, this Alternative will primarily include research and development (R&D) uses with some office uses. However, the buildings and uses within the Boeing Enclave will remain. The floor area within the City of Long Beach will include approximately 4,619,000 square feet of R&D uses, 872,000 square feet of office uses, and the continued use of approximately 380,000 square feet for aviation-related uses (in the Boeing Enclave). New development allowed under the PD-19 Ordinance will be a mix of low to mid-rise buildings. As required by the PD-19 Ordinance, parking will be provided on-site in accordance with the City's Municipal Code. It is likely that parking will be provided primarily in surface lots, with some structured parking.

In addition to development of the project site within the City of Long Beach, the 23 acres of the project site located within the City of Lakewood (with the exception of the small portion that is located within the Boeing Enclave) could be developed in accordance with the M-2 zoning, the General Plan, and the Redevelopment Plan set forth by the City of Lakewood. This portion of the site could accommodate approximately 360,000 square feet or more of industrial/manufacturing development. Similar to building heights proposed as part of the PacifiCenter project, building heights within the City of Lakewood under this Alternative will be four stories and 55 feet to the ceiling of the uppermost story. This additional 360,000 square feet of industrial development will represent a floor area ratio of approximately 0.36 in the City of Lakewood portion of the site. Within this area, parking will be provided as surface parking and possibly within subterranean structures.

Under this Alternative, development of the site will occur on a building-by-building basis. Development standards will consist of those provided in the existing PD-19 Ordinance for the City of Long Beach portion of the site and the M-2 Zone for the City of Lakewood portion of the site. The standards within the Design Guidelines that will be incorporated as part of the PacifiCenter project will not be required under this Alternative. Building heights will be based on compliance with FAR Part 77 regulations and may be higher than those proposed by the project. Setbacks will also be provided in accordance with those set forth for the IG zone in the City of Long Beach and the M-2 zone in the City of Lakewood. In addition, under this Alternative, a site-wide Circulation Plan and

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<sup>480</sup> *Although the structures within the Boeing Enclave may ultimately be removed as part of the remediation program, those structures are assumed to be present in the foreseeable future as part of this Alternative.*

integrated infrastructure and utility improvements will not be implemented since development will occur on a building-by-building basis.

## 2. ENVIRONMENTAL IMPACT CATEGORIES

**Aesthetics.** The project site's present land use configuration will be altered under the No Project/Development in Accordance with Existing Plans Alternative. The final design of future development will dictate whether elements that will detract from the existing aesthetic character of the area will be introduced, or whether structures that will be incompatible with the height or bulk of existing structures will be developed. This will be done on a piecemeal basis without the benefit of infrastructure provided in advance of market demand. This Alternative will not include the open space and landscaped areas and streetscape elements proposed as part of the project. Since the primary height limitation will be in compliance with FAA requirements, taller buildings will be permitted and existing public and private views of the site and surrounding aesthetic resources could be affected. However, it is expected that future development projects will be designed in accordance with applicable codes, policies, and regulations set forth by the City of Long Beach, as permitted by the PD-19 ordinance, and the City of Lakewood. In addition, development projects will be subject to site plan review within the City of Long Beach and design review within the City of Lakewood. Based on these reviews, the No Project/Development in Accordance with Existing Plans Alternative is not expected to introduce elements that will substantially detract from the existing aesthetic character of the area. While development on the site will alter views, implementation of this Alternative will not be expected to substantially obstruct or eliminate existing views of valued aesthetic features. This Alternative also will not be expected to introduce lighting that will substantially affect nighttime views, illuminate adjacent light-sensitive uses, or include highly reflective surfaces that produce intense glare onto adjacent glare-sensitive uses. Thus, aesthetic impacts will be less than significant but will be greater than those associated with the PacifiCenter project.

**Air Quality.** The amount of site preparation associated with the No Project/Development in Accordance with Existing Plans Alternative will be similar to the proposed project. Therefore, pollutant emissions and fugitive dust from site preparation and construction activities will be similar on a daily basis as compared to the proposed project. In addition, this Alternative will comply with the mandatory requirements of SCAQMD Rule 403 for fugitive dust emissions, which includes, but is not limited to, using best available control measures to minimize fugitive dust emissions from various fugitive dust sources such as disturbed surfaces. Overall, construction emissions generated under this Alternative will be similar to those that will be generated during construction of the

proposed project. As under the proposed project, regional and local construction emissions will be significant.

Air pollutant emissions associated with occupancy and operation of the No Project/Development in Accordance with Existing Plans Alternative will be generated by both consumption of electricity and natural gas, aviation-related sources, and by the operation of on-road vehicles. Miscellaneous area sources were also considered in the operations analysis, including consumer/commercial solvent usage, landscaping equipment, architectural and automotive coatings, restaurant charbroilers, and emergency generators. Net operation emissions of 1,304 lbs/day of CO, 492 lbs/day of NO<sub>x</sub>, 429 lbs/day of PM<sub>10</sub>, 148 lbs/day of ROC, and 47 lbs/day of SO<sub>x</sub> will occur under the Alternative, as shown in Table 86 on page 830. Net operation emissions will be less than those projected for the PacifiCenter project due to the reduction in daily vehicle trips.<sup>481</sup> However, operation of the No Project/Development in Accordance with Existing Plans Alternative will exceed the SCAQMD regional thresholds for CO, PM<sub>10</sub>, NO<sub>x</sub>, and ROC and thus, will result in significant impacts associated with regional operation emissions.

The reduction in traffic associated with this Alternative will contribute to a proportionate decrease in localized emissions of CO. The maximum predicted eight-hour CO concentration for the proposed project combined with 2020 base traffic was 8.1 ppm, or 10 percent below the 9.0 parts per million (ppm) significance threshold for localized CO. The proposed project will result in approximately 6 percent of the pollutant concentration, or 0.5 ppm. Therefore, the 43 percent decrease in daily trips generated by this Alternative as compared to the project will decrease the increment from 0.5 ppm to 0.2 ppm and will be approximately 14 percent below the 9.0 ppm significance threshold for localized CO. Local operation air quality impacts will be less than the project and, like the project, will be less than significant.

**Cultural Resources.** Under the No Project/Development in Accordance with Existing Plans Alternative, the buildings and uses within the Boeing Enclave will be expected to remain, to the extent their removal is not required as part of the ongoing soil and groundwater remediation program. Therefore, Building 15, which will be the last remaining contributing structure to the potentially historic district subsequent to the demolition that is underway for the remediation program, may remain on-site (unless

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<sup>481</sup> Under this Alternative, a reduction in total daily trips and A.M. and P.M. peak-hour trips relative to that projected for the PacifiCenter project will occur due to a different land use mix with different trip generation rates and trip distribution throughout the day.

Table 86

**OPERATION EMISSIONS**  
**NO PROJECT/DEVELOPMENT IN ACCORDANCE WITH EXISTING PLANS ALTERNATIVE**  
(Pounds per Day)

Emission Source	CO	NO <sub>x</sub>	PM <sub>10</sub>	ROC	SO <sub>x</sub>
<b>Existing Conditions</b>					
Mobile Sources	196	23	15	21	<1
Stationary Sources <sup>a</sup>	3	17	<1	<1	1
Area Sources <sup>b</sup>	19	15	<1	2	<1
Aviation-Related Sources	0	0	0	0	0
Miscellaneous Sources <sup>c</sup>	44	11	3	5	<1
<b>Total</b>	<b>261</b>	<b>66</b>	<b>20</b>	<b>28</b>	<b>2</b>
<b>No Project/ Existing Plans Alternative</b>					
Mobile Sources	1,192	135	363	135	2
Stationary Sources <sup>a</sup>	49	282	8	5	22
Area Sources <sup>b</sup>	56	46	3	7	0
Aviation-Related Sources	9	3	<1	<1	<1
Miscellaneous Sources <sup>c</sup>	259	92	75	29	5
<b>Total</b>	<b>1,565</b>	<b>558</b>	<b>449</b>	<b>176</b>	<b>29</b>
<b>Difference (Net) Emissions</b>					
Alternative - Existing Conditions	1,304	492	429	148	27
SCAQMD Significance Threshold	550	55	150	55	150
<b>Over (Under)</b>	<b>754</b>	<b>437</b>	<b>279</b>	<b>93</b>	<b>(123)</b>

<sup>a</sup> Stationary sources include electricity and natural gas usage.

<sup>b</sup> Area sources include emissions from emergency generators and charbroilers.

<sup>c</sup> Miscellaneous sources include among other things, consumer/commercial solvent usage (e.g., detergents, cleaning compounds, glues, polishes, and floor finishes), delivery and landscaping equipment.

Source: PCR Services Corporation, January 2004.

demolition is required by the remediation program). However, as this building is only historically significant in the context of the historic district, a significant impact will not occur regardless of whether the building is retained or removed. If Building 15 is not removed as part of the ongoing remediation program, this Alternative may, however, avoid a significant cumulative impact to which the proposed project will contribute. There are no other historically significant structures on the project site that could be impacted by this Alternative. Thus, assuming Building 15 remains on-site, implementation of this Alternative will result in less than significant project impacts, similar to the project.

The No Project/Development in Accordance with Existing Plans Alternative will involve some excavation and/or grading of the project site. Therefore, this Alternative will



result in similar potentially significant, but mitigable, impacts as the proposed project relative to the discovery of unknown archaeological resources during construction activities.

**Geology and Soils.** Site preparation activities (e.g., grading/excavation, cut and fill operations) under the No Project/Development in Accordance with Existing Plans Alternative will occur throughout the entire site, with the exception of the 48-acre Boeing Enclave. Thus, the acreage affected by site preparation activities will be slightly less than that associated with the proposed project. Similar to the project, grading and earthmoving activities under this Alternative will be undertaken in accordance with applicable regulations and will not expose people, property, or structures to an increased risk of hazard or damage. Impacts associated with grading and site design will be less than significant and similar to the proposed project.

The existing development and the on-site population are currently exposed to a degree of seismic hazard risk, and some structures within the Boeing Enclave may not meet the current seismic requirements specified within the California Building Code. In addition, the potential for liquefaction currently exists at the eastern edge and in the western portion of the site. As with the proposed project, this Alternative will require the preparation of necessary geotechnical studies and compliance with California Geological Survey (CGS) and code requirements. Therefore, impacts from new development associated with seismicity will be less than significant and will be similar to those of the proposed project.

**Hazards and Hazardous Materials.** Compliance with applicable regulations pertaining to hazardous materials and activities will continue as under existing conditions. As no buildings (i.e., those buildings remaining in the Boeing Enclave following completion of the remediation program) are expected to be demolished as part of this Alternative, potential impacts associated with the removal of asbestos and lead based paint will not occur. As with the project, it is assumed that the two inactive USTs remaining on the site will be removed as part of or prior to the demolition activities underway within the project site. These tanks fully comply with applicable UST requirements including the stringent performance standards established to prevent UST releases and leaks. Currently, they are both empty and not in service. The No Project/Development in Accordance with Existing Plans Alternative could introduce new land uses that require the use and storage of additional hazardous materials, as will the PacifiCenter project, and existing uses within the Boeing Enclave that currently use and store hazardous materials will remain. Boeing will be required to continue to comply with a broad range of Federal, State, and local regulations regarding the handling of hazardous materials and the disposal of hazardous waste. In addition, the No Project/Development in Accordance with Existing Plans

Alternative will increase the on-site employee population as compared to existing conditions, thus exposing additional people to potential airport safety hazards. However, future development will be required to comply with FAA regulations regarding airport safety, reducing such impacts to less than significant levels. Overall, potential impacts relative to hazards and hazardous materials associated with the No Project/Development in Accordance with Existing Plans Alternative will be less than significant and will be similar to those that will occur under the proposed project.

**Hydrology.** Until recently, the project site was developed with over five million square feet of floor area, with impervious surfaces constituting approximately 98 percent of the site. Under the No Project/Development in Accordance with Existing Plans Alternative, development will occur throughout the project site, with the exception of the Boeing Enclave, on a building-by-building basis and could potentially involve the development of new landscaping and open space areas. The amount of impervious surface area associated with buildout of the Alternative will likely be reduced as compared to the two percent of impervious surface area that existed at the time the NOP was filed for the project. (However, there will be a net increase in the amount of impervious surface area on-site as compared to site conditions subsequent to the remediation program.) The amount of impervious surface area will likely be greater as compared to the project, as it is unlikely that as much pervious green/open space areas will be introduced under this Alternative to the extent planned under the proposed project. Thus, a minor decrease in surface water flows relative to baseline conditions will occur, resulting in a decrease in the potential for on- and off-site flood hazards. However, this Alternative will result in increased runoff flows as compared to the project. As the existing double RCB culverts under Lakewood Boulevard are not adequate to accommodate stormwater flows currently generated on the project site, and runoff flows from the site will increase under this Alternative, the existing impact will remain. Future development under this Alternative will need to be assessed on a case-by-case basis to determine the need for specific storm drain upgrades and associated improvements, such as catch basins, roof drains, and surface parking drains. Overall, hydrology impacts will be greater than those that will occur with implementation of the proposed project, and as with the project, such impacts will be significant due to the continued inadequacy of the downstream double RCB culverts.

**Water Quality.** Future development under this Alternative will require NPDES permit(s), a SWPPP, and/or implementation of SUSMP requirements and could require construction dewatering. In addition, sediment loads and street-generated pollutants in surface water runoff could increase under this Alternative due to the development of increased floor area as compared to baseline conditions as well as the project. Although individual projects may implement Best Management Practices (BMPs) and other features

to reduce water quality impacts, such provisions will not likely be as extensive or as well coordinated as under the PacifiCenter project. Due to the potential development of new landscaping and open space areas, a decrease in the amount of impervious surfaces relative to baseline conditions could occur, resulting in a slight increase in recharge potential from infiltration. (Note that a decrease in recharge potential will occur under this Alternative relative to site conditions subsequent to the remediation program.) However, any change in recharge potential will likely not be to a degree that will affect groundwater supplies. Compliance with applicable permit requirements and storm water quality management programs will ensure that impacts to surface water quality, groundwater resources, or groundwater quality will be less than significant. Nonetheless, impacts under this Alternative will be somewhat greater than those associated with the proposed project.

**Land Use and Planning.** The No Project/Development in Accordance with Existing Plans Alternative will not require an amendment to the City of Long Beach General Plan for the southern portion of the property, an amendment to the PD-19 Ordinance, or the creation of a new Planned Development Ordinance. Under this Alternative the site will be developed over time on a building-by-building basis. Future development under this Alternative will comply with the Cities of Long Beach and Lakewood General Plans and Zoning Ordinance.

This Alternative will support goals contained within the City of Long Beach General Plan or Strategic Plan pertaining to the economic growth within the community since additional non-residential development will likely occur. However, this Alternative will not likely result in the development of the project site as an activity center to the same extent expected by the project since development will occur on a building-by-building basis rather than as a planned community. Furthermore, given existing market demand, development of the site may occur intermittently over an extended period of time. In addition, this Alternative will not support the goals relative to the provision of housing (discussed further below in the Housing analysis).

This Alternative could also result in development of the approximately 23 acres of the site located within the City of Lakewood (with the exception of the portion that is located within the Boeing Enclave). Such development could serve to eliminate conditions of blight and deterioration, encourage new private sector investment, create new job opportunities, and facilitate the installation and expansion of required public infrastructure, utilities, streets, and landscaping, in accordance with the goals of the Redevelopment Plan. However, due to the gradual building-by-building nature of this development, this Alternative will not likely result in beneficial improvements to the project area to the degree that implementation of the PacifiCenter project will accomplish.

This Alternative will result in decreased air emissions and trip generation levels relative to those projected for the proposed project. Therefore, this Alternative will be generally consistent with the MTA's CMP and the SCAQMD's AQMP. The Alternative will be consistent with growth projections contained within SCAG's RCPG and will support goals related to promoting redevelopment of older areas and making better use of existing facilities.

Based on the above, land use impacts associated with the No Project/Development in Accordance with Existing Plans Alternative will be less than significant and, overall, will be similar to those projected for the PacifiCenter project.

**Noise.** Implementation of the No Project/Development in Accordance with Existing Plans Alternative will result in construction noise that will occur over a longer period of time than the project due to construction on a building-by-building basis and increased floor area. Similar to the proposed project, due to the location of existing adjacent sensitive receptors relative to the project site and the potential use of driven piles, significant noise impacts will occur as a result of construction activities. When compared with the project, this Alternative will require less grading. However, due to the increased amount of building area and duration of construction that will occur under this Alternative, construction noise levels at the sensitive receptor locations will likely be greater than those identified for the proposed project. As with the project, such impacts will be significant.

Implementation of the No Project/Development in Accordance with Existing Plans Alternative could also result in increased noise levels over baseline conditions due to on-site operations. Noise levels will be associated with additional vehicular traffic, additional on-site parking facilities, and the introduction of new uses. The increase in off-site traffic noise will be less than that resulting under the PacifiCenter project due to the generation of fewer vehicle trips. However, similar to the proposed project, implementation of this Alternative will result in significant mobile noise impacts along Conant Street, east of Lakewood Boulevard. If a roadway is reconfigured in the western portion of the project site to be adjacent to the Lakewood Country Golf Course (in the vicinity of where Cover Street is currently located), similar to the proposed project, implementation of this Alternative will result in significant mobile noise impacts. Implementation of the No Project/Development in Accordance with Existing Plans Alternative could result in the development of increased R&D uses when compared with the proposed project, which could result in greater noise levels from on-site sources during operation. However, like the project, noise levels during operation of this Alternative will be less than significant. As this Alternative will not include a residential component, no impacts associated with the location of sensitive receptors in close proximity to the Airport or on-site commercial and industrial uses will result. Overall, mobile source operation noise levels associated with

this Alternative will be less than the project but, like the project, will be significant; on-site operation noise levels will be greater than the project, but less than significant.

**Employment.** Implementation of this Alternative, with the land use mix defined above, will generate an estimated maximum workforce of 16,153 employees at buildout if market conditions for those uses are realized. Due to a relative increase in employment-generating floor area, the employment level under this Alternative will be increased as compared with the workforce generated by the PacifiCenter project. Since development associated with this Alternative will occur pursuant to the existing General Plans and Zoning Ordinances, the workforce generated by the Alternative will be within the employment projections set forth for the City of Long Beach, the City of Lakewood, the Gateway Cities subregion, and the County of Los Angeles. Therefore, the No Project/Development in Accordance with Existing Plans Alternative will not substantially alter the location, distribution, density, or growth rate of employment planned for the area by local and regional plans. In addition, the No Project/Development in Accordance with Existing Plans Alternative will support the goals of the City of Long Beach General Plan and Strategic Plan and the City of Lakewood General Plan and Redevelopment Plan through the expansion of the area's employment base. Due to the increase in employment that will be generated, these goals will be met to a greater degree under this Alternative than under the project. Overall, due to the greater increase in employment under this Alternative, impacts associated with employment growth will be greater than the project, but will be less than significant.

**Housing.** Similar to the PacifiCenter project, the net new workforce associated with the No Project/Development in Accordance with Existing Plans Alternative will result in an indirect demand for housing, to a proportionately greater degree than the project due to the relative increase in the number of employees that will be generated under this Alternative. This indirect demand for housing generated by the No Project/Development in Accordance with Existing Plans Alternative will absorb a greater percentage of the available rental and ownership units within the Cities, subregion, and County than the project. However, based on recent vacancy rates, it is expected that the existing units within Long Beach and Lakewood will be available over time as the Alternative is built out to accommodate the indirect demand. Thus, this Alternative is not expected to substantially alter the location, distribution, density, or growth rate of housing planned for the area by local and regional plans. In contrast to the PacifiCenter project, this Alternative will not support the goals relative to the provision of housing, including the City of Long Beach and SCAG goals and policies regarding increased housing construction, increased opportunities for home ownership, and the introduction of residential development along transit corridors and close to employment, transportation, and activity centers. However, such impacts will be less than significant.

**Population.** The No Project/Development in Accordance with Existing Plans Alternative will result in an indirect increase in population in the Cities of Long Beach and Lakewood, the Gateway Cities subregion, and the County of Los Angeles. As this Alternative will result in an increase in the workforce relative to the PacifiCenter project, the indirect population generated under this Alternative will likewise be greater than that anticipated under the proposed project. However, as discussed above, employment growth associated with the Alternative will fall within applicable employment projections, and as such, the resulting indirect population growth is also expected to be within the population projections for the Cities, subregion, and County. In contrast to the proposed project, this Alternative does not include housing and, thus, will not result in a direct population increase. Since the indirect population growth associated with the Alternative is anticipated to be less than the total direct and indirect growth generated by the project, impacts associated with population growth will be less than significant and less as compared with the proposed project.

**Police Protection.** Since direct residential growth will not occur under the No Project/Development in Accordance with Existing Plans Alternative, implementation of this Alternative will not affect the existing officer to residential population ratio. However, an increase in the daily on-site employee population will occur as a result of the additional floor area assumed for this Alternative, potentially resulting in an increase in calls for police services. Any such increase will be less than that anticipated under the PacifiCenter project given the lack of residential population on the project site under this Alternative. However, new development activities will occur on a building-by-building basis, and any security features implemented on-site will largely be building-specific (e.g., building alarms, security lighting). Site-wide, integrated security provisions will not be provided, as under the proposed project, thereby resulting in the loss of a beneficial impact. Access to and within the site will not change. Therefore, emergency access and response times will not be permanently affected, although short-term disruptions could occur during periods of construction. However, as this Alternative will result in an increase in traffic on the surrounding roadways, police response times may be affected. Similar to the project, while municipal revenue generated by this Alternative could be used to provide additional capacity as determined appropriate by the LBPD and the Los Angeles County Sheriff's Department, the allocation of such revenue to a specific service cannot be guaranteed. Therefore, implementation of this Alternative could result in potentially significant impacts associated with the demand for additional police protection services. Overall, such impacts will be less as compared to the project, but will remain potentially significant.

**Fire Protection and Emergency Medical Services.** As stated above, while there will be no direct increase in the residential population under the No Project/Development in Accordance with Existing Plans Alternative, the net new floor area will result in an increase

in the daytime employee population on-site, thereby resulting in an increase in calls for fire protection and emergency medical services relative to existing conditions. This increase will be somewhat less than that anticipated under the PacifiCenter project despite greater employment levels associated with this Alternative due to the elimination of residential uses (i.e., the employee population associated with the Alternative will be less than the total employment and residential population under the project). Development under this Alternative will also be required to comply with regulations set forth by the LBFD, LACFD, Uniform Fire Code (UFC), Building and Safety Codes of the Cities of Long Beach and Lakewood, and ISO Guidelines and will be consistent with the goals of the Safety Elements of the Long Beach and Lakewood General Plans. Access to and within the project site will not change. However, as this Alternative will result in an increase in traffic on the surrounding roadways, fire and emergency medical service response times may be affected.

Overall, as the increase in daytime employment within the City of Lakewood under this Alternative will be similar to that of the project, impacts associated with fire protection and emergency medical service in the City of Lakewood will also be similar to the project and will be less than significant. With regard to the City of Long Beach, while municipal revenue generated by this Alternative could be used to provide additional capacity as determined appropriate by the LBFD, the allocation of such revenue to a specific service cannot be guaranteed. Therefore, similar to the project, implementation of this Alternative could result in potentially significant impacts associated with the demand for additional fire protection services in the City of Long Beach. Although this Alternative will result in a relative increase in the number of on-site employees as well as the number of potential industrial buildings, since no residential uses will be developed, the overall impacts will be somewhat less as compared to the project.

Improvements to the water infrastructure system that will be implemented under the PacifiCenter project, including off-site water infrastructure improvements, will not take place under this Alternative. Instead, pipe sizes will be upgraded on a building-by-building basis to provide for adequate fire flow capacity, as required by the LBFD and the LACFD. Fire sprinklers, hydrants, and standpipe systems will also be installed under this Alternative, as required. Thus, impacts associated with fire flows will be greater as compared to the project, but will be less than significant.

**Schools.** As with the project, fees under Senate Bill 50 (SB50) will be required for new construction under the No Project/Development in Accordance with Existing Plans Alternative. When compared with the proposed project, the demand for school facilities will be reduced since housing units will not be constructed on-site. Therefore, school

impacts under the No Project/Development in Accordance with Existing Plans Alternative will be less than significant and will be less as compared with the proposed project.

**Recreation.** Although direct residential growth will not occur, there will be an increase in the daily on-site employee population over baseline conditions, thereby causing an increase in the indirect demand for parks and recreational facilities in the vicinity. Any use of off-site recreational facilities will likely be limited and generally confined to off-peak, weekday lunch hour use. This indirect off-peak park and recreation demand will be greater than that anticipated under the PacifiCenter project, given the increased level of employee growth. In addition, under this Alternative, there will be no new recreation and open space areas introduced on-site, thus the project's beneficial impacts will not be achieved under this Alternative. However, because there will be no permanent on-site residents, implementation of this Alternative will not generate direct demand for park facilities and will not cause existing ratios of developed parklands per resident to decrease within either the Cities of Long Beach or Lakewood. Furthermore, if employees were to use off-site recreational facilities, the demand will be limited due to travel time constraints. As with the project, in the event that recreational facilities will be used by employees for organized recreational activities after work, such uses will only occur as space is available and with payment of appropriate use fees. Therefore, overall impacts associated with parks and recreation facilities will be less than significant and will be less than those that will occur under the PacifiCenter project due to the lack of on-site residents.

**Libraries.** The No Project/Development in Accordance with Existing Plans Alternative will not result in a direct demand for library services since this Alternative will not directly increase the residential population within the Cities of Long Beach or Lakewood. However, this Alternative may result in an indirect demand for library services due to an increase in non-residential development on the project site over baseline conditions. While employees within the project site could periodically use library facilities in the area, given the availability of on-line resources and in-house office materials, impacts associated with daytime use of library facilities by employees generated by this Alternative will be less than significant. Although development under this Alternative may generate a net surplus impact to the General Fund, such revenues may or may not be allocated to provide for library services. Impacts will be less than anticipated under the project, and the potentially significant impact that will occur with the project will be avoided.

**Transportation/Circulation and Parking.** As shown in Table 87 on page 839, the No Project/Development in Accordance with Existing Plans Alternative will generate approximately 3,940 trips during the P.M. peak hour. These peak-hour trips will be greater than those associated with baseline conditions and less than the approximately 5,427 P.M.



Table 87

**TRIP GENERATION FOR THE NO PROJECT/DEVELOPMENT  
IN ACCORDANCE WITH EXISTING PLANS ALTERNATIVE**

Use	Floor Area (sq.ft.)	Daily Trips	A.M. Peak Hour		P.M. Peak Hour	
			Inbound	Outbound	Inbound	Outbound
Office	872,000	7,000	922	126	180	877
Manufacturing	380,000	1,450	221	66	102	180
R&D	4,619,000	24,050	3,229	661	485	2,745
Industrial	360,000	2,590	297	40	42	310
<b>Subtotal</b>	<b>6,231,000</b>	<b>35,090</b>	<b>4,669</b>	<b>893</b>	<b>809</b>	<b>4,112</b>
Less TDM (20% of peak trips)		1,760	933	0	0	822
Less Existing Driveway Volumes		1,250	152	53	30	129
<b>Total Site Trips</b>		<b>32,080</b>	<b>3,584</b>	<b>840</b>	<b>779</b>	<b>3,161</b>

*Source: Crain & Associates, January 2004.*

peak-hour trips calculated to be generated by the proposed project. It is estimated that impacts under this Alternative will be significant at 51 intersections. These intersection impacts will be addressed and considered fully mitigated through the payment of appropriate traffic impact fess, as prescribed by the PD-19 Ordinance. Overall, intersection impacts will be less relative to the proposed project. Impacts to residential street segments after TDM mitigation are expected to remain significant on two segments (Conant Street between Clark Avenue and Bellflower Boulevard, and Bixby Road between Orange Avenue and Cherry Avenue), and several freeway impacts are also expected to remain significant (since the PD-19 Ordinance does not provide fee mechanisms to address residential street and freeway impacts). However, it should be noted that the transportation benefits of locating employment, retail, and residential uses within close proximity will not be realized under this Alternative. Similarly, the coordinated mitigation package proposed for the project, including implementation of an ATSC program, will not occur under the No Project/Development in Accordance with Existing Plans Alternative, thereby precluding associated beneficial effects. This Alternative will result in fewer impacts to transit, as the employee population associated with the Alternative will be less than the total employment and residential population on the site under the project. Similar to the project, this Alternative will result in short-term significant and unavoidable impacts with regard to construction traffic.

Although the parking plan proposed as part of the PacifiCenter project will not be implemented, it is assumed that sufficient parking will be provided on-site in accordance with Code requirements for each future development project occurring under the No Project/Development in Accordance with Existing Plans Alternative. Within the portion of

the site located within the City of Long Beach, it is likely that parking will be provided in surface lots, with some structured parking. Within the Lakewood portion of the site, parking will be provided as surface parking and possibly within subterranean structures. Parking impacts will be similar to the proposed project and will be less than significant.

The pedestrian and bicycle features that are proposed as part of the project will not be implemented under this Alternative. As such, the benefits of a cohesive, site-wide Circulation Plan, including pedestrian and bicycle amenities, will not be achieved. Thus, while no significant impact to pedestrian and bicycle facilities will occur, a beneficial effect will be lost with implementation of this Alternative.

**Water.** As an increase in the on-site daytime population will occur under this Alternative, an increased water demand relative to existing conditions will result. This potable water demand will likely be similar to that associated with the proposed project due to the change in the types and mix of land uses, including the absence of residential units under this Alternative. Since development will occur on a building-by-building basis, implementation of this Alternative will involve building-specific improvements and water conservation measures, but will not entail site-wide integrated infrastructure improvements, as will be implemented under the project. Therefore, it is likely that portions of the existing aging infrastructure on-site will remain. In addition, the site-wide reclaimed water system proposed as part of the PacifiCenter project will not be installed, although new development occurring under the No Project/Development in Accordance with Existing Plans Alternative will potentially have access to the City of Long Beach's established reclaimed water system in the area. Overall, as the water demand generated under this Alternative will be similar to the project and the estimated water requirements for the project do not exceed available water supplies or the capacity of the existing delivery system, impacts will be similar to those of the proposed project and will be less than significant.

**Sewer.** The increase in the on-site daytime population under this Alternative will result in increased wastewater generation levels relative to existing conditions. However, sewage flows will likely be similar to those anticipated under the proposed project due to the change in the types and mix of land uses and the absence of residential units under this Alternative. Since development will occur on a building-by-building basis, implementation of this Alternative will involve building-specific sewer line improvements and connections in order to ensure sufficient sewer line capacity. However, the Alternative will not entail site-wide integrated infrastructure improvements, and substantial portions of the existing sewer infrastructure on-site will likely remain. As with the project, off-site sewer lines serving the site will have sufficient capacity to accommodate flows associated

with this Alternative. Impacts will be similar as compared with the proposed project and, like the project, will be less than significant.

**Solid Waste.** The development of new uses and floor area and the associated increase in the on-site daytime population that will occur with this Alternative will result in a net increase in solid waste disposal levels of approximately 8,013 tons/year. This net increase in the disposal of solid waste will be less than that projected for the PacifiCenter project due to the change in the land use mix that will occur under this Alternative and the absence of residential units under this Alternative. It is assumed that waste diversion programs will be implemented on-site. Like the PacifiCenter project, significant impacts associated with solid waste will not occur and impacts will be less relative to the proposed project.

**Energy.** Based on the uses proposed under this Alternative, the peak electricity demand will be approximately 31.7 MW, with annual consumption of approximately 188,304 MWh, and the natural gas demand will be approximately 20.0 million cf/mo. This total demand will be less than that associated with the PacifiCenter project, for both electricity and natural gas, due to the reduced amount of industrial floor area that could potentially be developed under the worst-case project scenario (discussed in Section V.M.4, Energy) and the absence of on-site housing. Development will occur on a building-by-building basis and will involve the construction of modern, energy efficient buildings and systems. However, site-wide integrated infrastructure and utility improvements will not occur to the same extent as under the PacifiCenter project, nor will development of a new electrical substation occur, precluding the associated benefits and the creation of additional capacity for future demand from off-site uses. Nonetheless, overall energy impacts will be less than those anticipated under the proposed project and will be less than significant.

### 3. IMPACT SUMMARY

A comparative summary of the environmental impacts associated with the No Project/Development in Accordance with Existing Plans Alternative with the environmental impacts anticipated under the PacifiCenter project is provided in Table 85 on page 809. The No Project/Development in Accordance with Existing Plans Alternative will result in less impacts to regional and local operational air emissions (although regional emissions will remain significant), traffic noise (although impacts will remain significant), population, housing (relative to projections), employment (relative to policies), police protection (potentially significant), fire protection (potentially significant), schools, recreation, libraries, traffic (all significant intersection impacts will be mitigated and some residential street

segment impacts will remain significant), transit, solid waste, and energy as compared to the PacifiCenter project. Impacts to regional and local construction air emissions, historic resources, archaeological resources, grading and site design, seismicity, hazards and hazardous materials, land use and planning, parking, water, and sewer will be similar to those impacts associated with the proposed project. Impacts associated with aesthetics, hydrology, water quality, construction and operational noise, employment (relative to projections), housing (relative to policies), fire flows, and bicycle and pedestrian circulation will be greater under this Alternative than under the project. In addition, some of the improvements and many of the project elements proposed as part of the PacifiCenter project that will have beneficial effects will not occur under the No Project/Development in Accordance with Existing Plans Alternative.

#### **4. RELATIONSHIP OF THE ALTERNATIVE TO PROJECT OBJECTIVES**

Since the No Project/Development in Accordance with Existing Plans Alternative will likely result in the construction of a total of 5,871,000 square feet of floor area within the City of Long Beach and 360,000 square feet of industrial floor area within the City of Lakewood, implementation of the Alternative will support some of the General Objectives established for the PacifiCenter project. New development will enhance a major employment center in Long Beach by increasing jobs at the project site. In addition, this Alternative includes the development of underutilized land on approximately 23 acres of the site within Lakewood. However, development will occur on a piecemeal basis without the benefit of infrastructure provided in advance of market demand. Additionally, because the No Project/Development in Accordance with Existing Plans Alternative will not increase the housing stock within the City of Long Beach, other General Objectives will not be met with this Alternative, including those regarding the location of housing within close proximity to growing employment centers to decrease commute time, thereby reducing energy consumption and improving air quality. This Alternative will not attain the General Objectives associated with the Long Beach 2010 Strategic Plan, as the No Project/Development in Accordance with Existing Plans Alternative will not provide housing along major arterial corridors nor will it assist in improving the quality and availability of neighborhood housing.

Implementation of the No Project/Development in Accordance with Existing Plans Alternative will preclude accomplishment of many of the proposed project's Design Objectives. While this Alternative will encourage industrial and commercial projects in underutilized areas, it will not provide for a cohesive and orderly development of the project site compared with the proposed project. In addition, it will not: provide a mix of land uses with a live, work, and play environment that includes new infrastructure and amenities to attract and support quality tenants; provide a variety of residential

opportunities; or provide a mix of secondary land uses, including restaurants, retail space, and hotels, to support tenant needs and reduce employee, resident, and visitor trips and trip distances. Because new development will occur on a building-by-building basis, the site will not function as a master-planned community with site-wide quality and design standards. Furthermore, as development will occur on a periodic basis, elements proposed as part of the PacifiCenter project, such as open spaces and landscaping will not occur under this Alternative to the degree that they will under the project.

The No Project/Development in Accordance with Existing Plans Alternative will not support the project's Development Implementation Objectives to respond to market conditions, as this Alternative will not facilitate a rapid delivery of various types of space. This Alternative also will not support the basic Economic Objective established for the project, which is to balance reuse opportunities with community needs and environmental constraints in such a manner as to optimize the value of its investment while creating significant employment and housing.

Therefore, the majority of the basic objectives of the project will not be attained with implementation of this Alternative.

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**VI. ALTERNATIVES**  
**B. ALTERNATIVES ANALYSIS**  
**3. REDUCED INTENSITY ALTERNATIVE**

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**1. DESCRIPTION OF THE ALTERNATIVE**

The Reduced Intensity Alternative will provide a mix of R&D, light industrial, office, retail, hotel, residential, aviation-related, and ancillary uses. As shown in Table 88 on page 845, total development will include approximately 3.3 million square feet of office, R&D, light industrial, retail, and aviation-related development, as well as 400 hotel rooms, up to 1,400 single- and multi-family residential units, and 11 acres of parks space (nine acres of public park space and two acres of private park space). Figure 70 on page 846 provides an illustrative site plan showing how the site may be developed under the Reduced Intensity Alternative.

Similar to the proposed project, under the Reduced Intensity Alternative commercial uses will be developed on approximately 160 acres located within the southern portion of the site, closest to the Long Beach Municipal Airport. The average FAR for commercial uses will be approximately 0.47 (based on gross acreage), which allows for the development of low-rise and mid-rise buildings. A maximum of 200,000 square feet of this commercial floor area could consist of retail uses (as compared to a maximum of 150,000 square feet of retail uses that could be developed under the project). As with the project, up to approximately 3.3 million square feet of the commercial floor area will be located in the Cities of Long Beach and Lakewood. In addition to the commercial uses, up to 400 hotel rooms could be developed within a portion of the project site within the City of Long Beach.

Land use in the commercial area will generally be guided by four zoning areas. Approximately 51 acres of the commercial area, located immediately west of Lakewood Boulevard, will be zoned PacifiCenter Commercial-1 ("PCC-1"). Allowable land uses in this zone will generally include office, R&D, some light industrial uses, aviation-related uses south of Conant Street, hotel, and retail. Approximately 42 acres of the commercial planning area will be zoned PacifiCenter Commercial-2 ("PCC-2") and will allow all light industrial uses, and aviation-related land uses, in addition to each of the commercial land uses described above for the PCC-1 zone. Warehouse facilities will only be allowed as accessory uses in the PCC-1 and PCC-2 zones. Retail uses will be allowed in both the PCC-1 and PCC-2 zones. Retail uses may also be developed

Table 88

## ILLUSTRATIVE LAND USE MIX—REDUCED INTENSITY ALTERNATIVE

	Sq.Ft.	Approx. Acreage	Density Range (FAR) <sup>a</sup>	Avg. Density (FAR) <sup>a</sup>
<b>Commercial</b>				
PCC-1 (Long Beach) <sup>b</sup>	1,150,000	50.9	0.40 to 1.50	0.52
PCC-2 and PCC-3 (Long Beach) <sup>c</sup>	1,790,000	85.5	0.35 to 0.75	0.46
M-2 (Lakewood)	360,000	23.0	0.35 to 0.75	0.36
Hotel Rooms <sup>b</sup>	400			
Park Space		0.6 <sup>d</sup>		
<b>Total Commercial</b>	<b>3,300,000 plus 400 hotel rooms</b>	<b>160.0</b>		<b>0.47</b>
	Units	Approx. Acreage	Density Range (du/ac) <sup>a</sup>	Typical Density (du/ac) <sup>a</sup>
<b>Residential</b>				
Single-Family Detached	247	33.9	8 to 14	8
Townhomes	238	19.1	15 to 20	18
Townhome/Flat Combinations	530	28.0	18 to 25	22
Apartments	385	9.6	40 to 50	46
Park Space		10.4 <sup>e</sup>		
<b>Total Residential</b>	<b>1,400</b>	<b>101.0</b>		<b>16</b>

<sup>a</sup> The distribution of densities among the Commercial and Residential land use categories is illustrative.

<sup>b</sup> Hotel uses and related facilities will be located within the PCC-1 Zone.

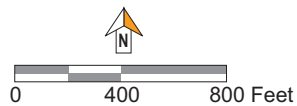
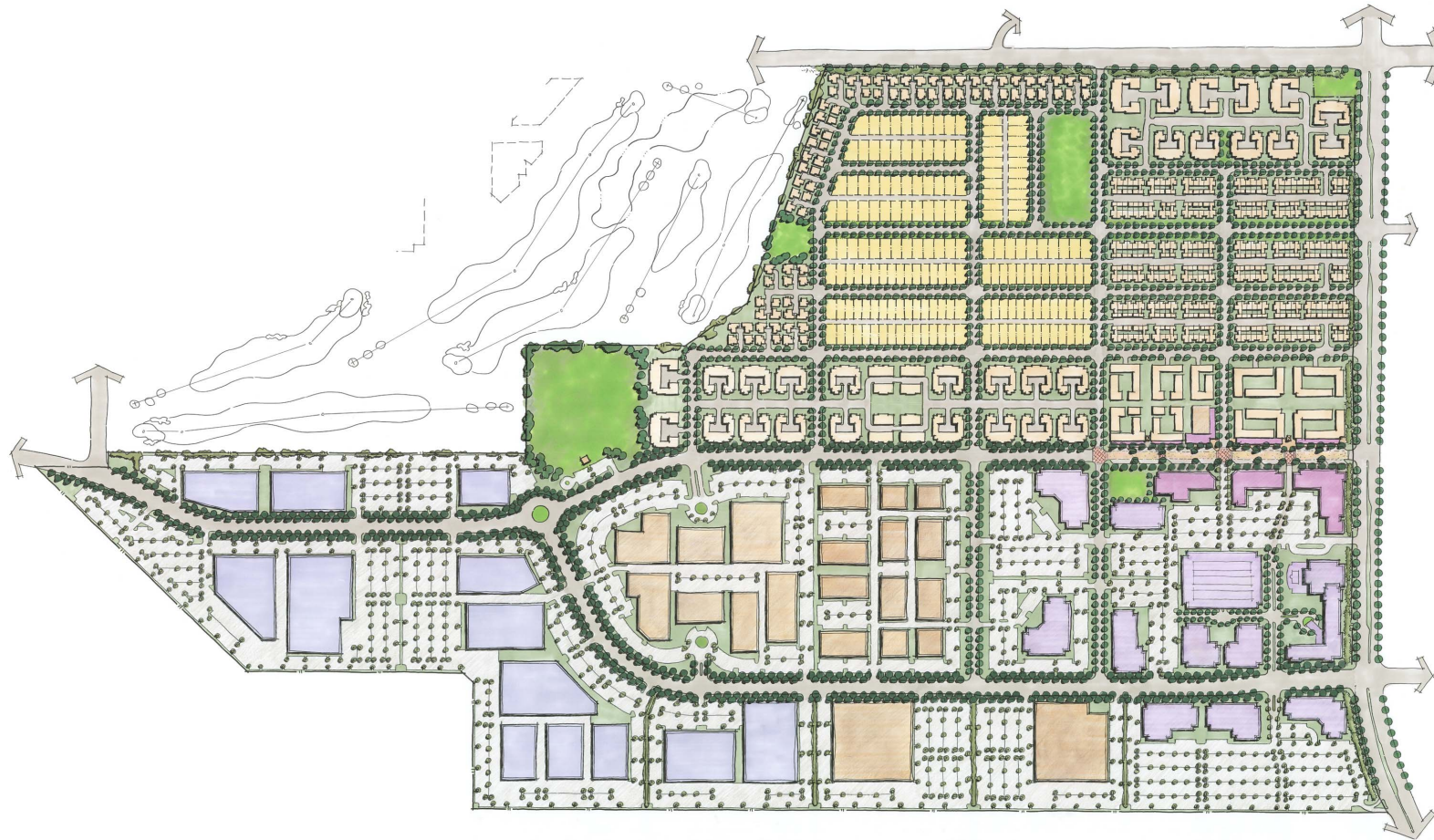
<sup>c</sup> Similar to the project, there will be a PCC-3 zoning category that will continue to allow uses within the Boeing Enclave that are similar to uses permitted under PD-19. Should the Boeing Enclave be no longer operational, uses permitted within this 48-acre of the site will revert to uses permitted under PCC-2.

<sup>d</sup> All of the park space in the commercial area will be private open space.

<sup>e</sup> Of the park space in the residential area, nine acres will be dedicated and zoned public open space and 1.4 acres will be private open space.

Source: Boeing Realty Corporation, January 2004.

along the northern side of A Street between Lakewood Boulevard and 1st Street and in the northeast corner of the site at Lakewood Boulevard and Carson Street. A total maximum of 200,000 square feet of retail space will be permitted throughout the project site. The PacifiCenter Commercial-3 (PCC-3) Zone will allow aviation-related uses within the Boeing Enclave (i.e., uses permitted under PD-19) to continue. Should operations in the Boeing Enclave be discontinued, this area will be developed with uses that are allowed in the PCC-2 zone.



Source: MVE Architects, October 2003

Figure 70  
Illustrative Land Use Plan  
Reduced Intensity Alternative



The 23-acre City of Lakewood portion of the site will retain its existing M-2 zoning. Figure 71 on page 848, provides a conceptual plan indicating how uses may be permitted under proposed zoning.

Similar to the proposed project, the Reduced Intensity Alternative also includes an optional component allowing for the continuation of a limited amount of aviation-related uses on the site. These uses will be permitted south of B Street to the east of 3rd Street and south of A Street to the west of 3rd Street, similar to the proposed project. Such aviation-related uses will primarily serve as an amenity to businesses at the project site and will include hanger space for corporate jets and line maintenance “A” checks.<sup>482</sup> Housing will be prohibited in the PCC-1, PCC-2, and PCC-3 Zones as well as within the M-2 Zone of the City of Lakewood.

Residential development, which will include single-family detached homes, townhomes, townhome/flat combinations, and apartments, will be located on approximately 101 acres in the northern portion of the site and will occur at an average intensity of approximately 16 dwelling units per gross acre. The maximum number of units allowed in the residential area will be 1,400, resulting in a reduction of 1,100 units when compared with the proposed project. Detached, for-sale residential products represent a significant housing type in the residential planning area. Accordingly, approximately 34 acres of the gross residential acreage (net of open space) may be dedicated to detached, for-sale housing. Conversely, less than 10 acres of the gross residential acreage (net of open space) is expected to be developed with multi-family apartments. The balance of the residential acreage is expected to be developed with attached, for-sale townhome and townhome/flat products. The conceptual land use plan provided in Figure 71 indicates the potential approximate location of each of these unit types.

Approximately 11 acres of parks space will be developed on the site under this Alternative, nine of which will be dedicated and zoned for public open space and included in the Housing area. This park space will include an approximately 6-acre community/neighborhood park located in the northwestern portion of the project site, south of the Lakewood Country Club. In addition, an approximately three-acre park referred to as “The Commons” will be located in the residential area in the northern portion of the site. It is anticipated that approximately two acres within The Commons will be dedicated for public

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<sup>482</sup> Line maintenance “A” checks are scheduled functional inspections performed from a checklist. The activities include lubrication of moving parts, servicing of fluids, and inspection of components, hoses, electrical items, and aircraft structure. Lighting and a ground power unit are used during these checks.

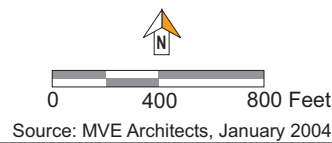
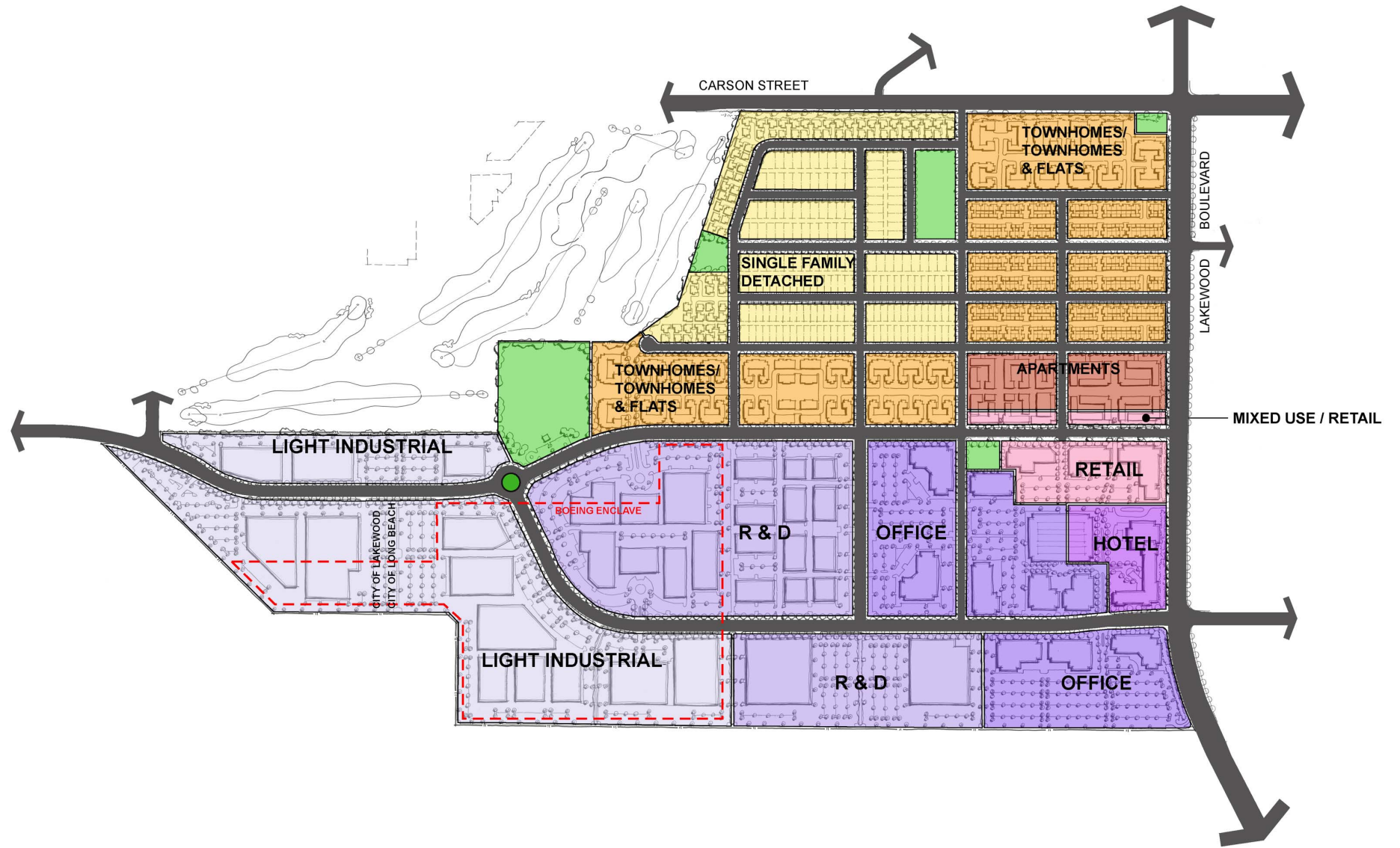


Figure 71  
Conceptual Land Use Plan  
Reduced Intensity Alternative

park space. Parks space may also be included within the Housing area adjacent to the Lakewood Country Club Golf Course or at the northeast corner of the site. The commercial area may contain some private park and open space area. Similar to the project, a 66-kv substation may be developed under this Alternative within either the commercial or residential areas of the site. As with the project, lines will be underground and an 8-foot masonry wall will be located at the building setback line with landscaping between the right-of-way and the wall. Such landscaping will include trees, shrubs, and ground cover.

While an illustrative site plan is provided in Figure 70, as with the project, reasonable flexibility regarding the specific location, form, and size of individual structures will be provided.<sup>483</sup> Similar to the project, development standards, which will be part of the new PD-32 District, and Design Guidelines will be implemented that will include maximum building heights, setbacks, a vehicle and bicycle circulation plan, open space requirements, building and roof design, landscaping, streetscape elements and on-site amenities. However, under this Alternative, the bike lane improvements will include a Class I bike lane along Carson Street from Lakewood Boulevard to the western boundary of the site and Class II bike lane improvements that extend from Carson Street to the south along the western perimeter of the site and then extend to the west along A Street until A street connects with Paramount Boulevard/Cover Street. A commercial infrastructure phasing plan will also be implemented. Similar to the analysis of environmental impacts for the proposed project, the comparative analysis that follows is based on the development scenario or land use mix of the Reduced Intensity Alternative that will result in the greatest impacts for the issue area being addressed. For example, development of all of the commercial floor area with office uses will generate more traffic than development of other commercial floor area (e.g., R&D, light industrial, retail). Therefore, the discussion of each of the environmental impact areas compares the worst-case scenario for the Reduced Intensity Alternative with the worst-case scenario for the project.

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<sup>483</sup> *Similar to the project, within the western portion of the site, A Street may be located as shown in the illustrative site plan, or it may be located further to the north, adjacent to the Lakewood Country Club Golf Course. The final alignment of B Street within the western portion of the property may also be adjusted slightly to provide for an adequately designed intersection with A Street. In addition, the alignment of the north-south streets within the Housing Area of the site may also vary.*

## 2. ENVIRONMENTAL IMPACT CATEGORIES

**Aesthetics.** The Reduced Intensity Alternative will include the elements proposed as part of the PacifiCenter project that will have a beneficial effect on the aesthetic character of the area. Buildings will be constructed in accordance with established height zones and setbacks, and similar to the proposed project, impacts associated with the height and massing of structural elements will be less than significant under this Alternative. However, given the reduction in the number of housing units, the scale and density of residential development within the northern portion of the site will be reduced. Also similar to the project, the Design Guidelines developed for the Reduced Intensity Alternative will establish standards regarding design aspects such as architecture, massing, building materials, façade treatment, color, appurtenances, the screening of certain project elements, landscape amenities, signage, and exterior lighting, thereby resulting in a visually compatible, cohesive site. In addition, as with the project, the lines for the substation will be underground and an 8-foot masonry wall will be located at the building setback line with landscaping between the right-of-way and the wall. Therefore, development of the Reduced Intensity Alternative will not introduce elements that substantially detract from the existing aesthetic character of the area or remove or demolish features that contribute positively to the visual character of the vicinity. Furthermore, implementation of this Alternative will not substantially obstruct or eliminate existing views.<sup>484</sup> This Alternative also will not introduce lighting that will substantially affect nighttime views, illuminate adjacent light-sensitive uses, or include highly reflective surfaces that produce intense glare onto adjacent glare-sensitive uses. Thus, this Alternative will not result in significant impacts associated with aesthetics. Impacts will be somewhat less than those of the proposed project.

**Air Quality.** The amount of site preparation associated with the Reduced Intensity Alternative will be reduced when compared with the proposed project. In addition, less construction activities will be required due to the reduction in the amount of housing that will be developed under this Alternative. However, pollutant emissions and fugitive dust from site preparation and construction activities will be similar on a daily basis because the duration (not the intensity) of these activities will decrease compared to the proposed project. The construction emissions generated with the Alternative will be less than those

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<sup>484</sup> *As with the project, if the western portion of A Street is moved to the north to run parallel with the project boundary along the Golf Course, this roadway configuration will result in a greater distance between the Golf Course and any future building. With this configuration, A Street and the associated parkways will create an additional visual buffer between the Golf Course and buildings developed on the project site.*

of the proposed project over the construction period. However, impacts during maximum conditions, which are used for measuring significance, will be similar to those of the proposed project. In addition, this Alternative will comply with the mandatory requirements of SCAQMD Rule 403 for fugitive dust emissions, which includes, but is not limited to, using best available control measures to minimize fugitive dust emissions from various fugitive dust sources such as disturbed surfaces. Thus, as with the project, regional and local construction emissions will be significant, although the duration of these impacts will be less than the project (refer to worksheets provided in Appendix D).

Air pollutant emissions associated with occupancy and operation of the Reduced Intensity Alternative will be generated by consumption of electricity and natural gas, aviation-related sources, and by the operation of on-road vehicles. Miscellaneous area sources were also considered in the operations analysis, including consumer/commercial solvent usage, landscaping equipment, architectural and automotive coatings, restaurant charbroilers, and emergency generators. As shown in Table 89 on page 852, net operation emissions of 2,053 lbs/day of CO, 511 lbs/day of NO<sub>x</sub>, 652 lbs/day of PM<sub>10</sub>, 198 lbs/day of ROC, and 23 lbs/day of SO<sub>x</sub> will occur under this Alternative. Due to a reduction in the number of residential units and average daily trips relative to the proposed project, operation emissions associated with the Reduced Intensity Alternative will be less than those projected for the PacifiCenter project. However, operation of the Reduced Intensity Alternative will exceed the SCAQMD regional thresholds for CO, NO<sub>x</sub>, PM<sub>10</sub>, and ROC, as shown in Table 89. Thus, as with the project, impacts will be significant.

The reduction in traffic associated with this Alternative as compared to the proposed project will contribute to a proportionate decrease in localized emissions of CO. The maximum predicted 8-hour CO concentration for the proposed project combined with 2020 base traffic was 8.1 ppm, or 10 percent below the 9.0 ppm significance threshold for localized CO. The proposed project will result in approximately 6 percent of the pollutant concentration, or 0.5 ppm. Therefore, an 8 percent decrease in daily trips generated by this alternative will decrease the increment from 0.5 ppm to 0.46 ppm and will remain approximately 10 percent below the 9.0 ppm significance threshold for localized CO. In addition, local area concentrations of PM<sub>10</sub> and NO<sub>2</sub> will also be less than the thresholds for those pollutants. Thus, local operation air quality impacts will also be less than the project and, like the project, will be less than significant.

**Cultural Resources.** In the event Building 15, which contributes to the potential historic district identified on-site, is not removed pursuant to the ongoing remediation program, it may be removed once Boeing Enclave operations cease and the development under this Alternative is fully implemented. However, demolition of this historic resource will not result in a significant project impact since all other resources contributing to the

Table 89

**OPERATION EMISSIONS  
REDUCED INTENSITY ALTERNATIVE  
(Pounds per Day)**

<b>Emission Source</b>	<b>CO</b>	<b>NO<sub>x</sub></b>	<b>PM<sub>10</sub></b>	<b>ROC</b>	<b>SO<sub>x</sub></b>
<b>Existing Conditions</b>					
Mobile Sources	196	23	15	21	<1
Stationary Sources <sup>a</sup>	3	17	<1	<1	1
Area Sources <sup>b</sup>	19	15	<1	2	<1
Aviation-Related Sources	0	0	0	0	0
Miscellaneous Sources <sup>c</sup>	44	11	3	5	<1
<b>Total</b>	<b>261</b>	<b>66</b>	<b>20</b>	<b>28</b>	<b>2</b>
<b>Reduced Intensity Alternative</b>					
Mobile Sources	1,824	205	551	178	3
Stationary Sources <sup>a</sup>	40	227	6	4	18
Area Sources <sup>b</sup>	56	46	3	7	0
Aviation-Related Sources	9	3	<1	<1	<1
Miscellaneous Sources <sup>c</sup>	384	96	112	38	4
<b>Total</b>	<b>2314</b>	<b>577</b>	<b>672</b>	<b>226</b>	<b>25</b>
<b>Difference (Net) Emissions</b>					
Alternative - Existing Conditions	2,053	511	652	198	23
SCAQMD Significance Threshold	550	55	150	55	150
<b>Over (Under)</b>	<b>1,503</b>	<b>456</b>	<b>502</b>	<b>143</b>	<b>(127)</b>

<sup>a</sup> Stationary sources include electricity and natural gas usage.

<sup>b</sup> Area sources include emissions from emergency generators and charbroilers.

<sup>c</sup> Miscellaneous sources include among other things, consumer/commercial solvent usage (e.g., detergents, cleaning compounds, glues, polishes, and floor finishes), delivery and landscaping equipment.

Source: PCR Services Corporation, January 2004.

potentially historic district are expected to be removed as part of the remediation program, and since this structure does not appear individually eligible for the National Register, the California Register, or local landmark designation. Therefore, similar to the proposed project, implementation of this Alternative will not result in a significant project impact to historic resources, but may contribute to a significant and unavoidable cumulative impact.

The Reduced Intensity Alternative will involve excavation and/or grading of the entire site, similar to the project. This Alternative will result in similar impacts as the proposed project as they relate to the discovery of unknown archaeological resources during construction activities. Such impacts will be less than significant with mitigation.

**Geology and Soils.** Site preparation activities, including grading and excavation, will be necessary under the Reduced Intensity Alternative. As discussed in Section V.D, Geology and Soils, the site is considered suitable for new development, and several foundation construction methods will be suitable for building support. Similar to the project, with incorporation of construction techniques required by Code and CGS regulations, this Alternative will result in less than significant impacts associated with grading and site design. Such impacts will be similar to those of the project.

With regard to seismic hazards, existing development and the on-site population is currently exposed to a degree of seismic hazard risk. As under the PacifiCenter project, the additional workforce and residential population introduced under this Alternative will be exposed to similar seismic risks. With the use of appropriate construction techniques required by Code and adherence to CGS regulations, implementation of the Alternative will result in less than significant impacts with respect to seismic hazards that will be similar as compared to the PacifiCenter project.

**Hazards and Hazardous Materials.** Similar to the proposed project, existing asbestos and lead based paint (associated with demolition of those buildings and structures remaining after the remediation program is complete) will be removed under the Reduced Intensity Alternative, and such activities will occur in compliance with applicable regulations. Also similar to the project, the two inactive USTs remaining on the site will be removed as part of or prior to the demolition activities underway within the project site. These tanks fully comply with applicable UST requirements including the stringent performance standards established to prevent UST releases and leaks. Currently, they are both empty and not in service. Under this Alternative, and similar to the project, a Risk Management Plan (RMP) will be implemented to address potential hazards associated with soil and groundwater conditions for which a remediation program is currently underway. This RMP will include measures to ensure the health and safety of PacifiCenter residents, employees and construction workers. As with the PacifiCenter project, construction activities could result in associated risks of upset from hazardous materials handling and storage and transportation of hazardous materials to and from the site. In addition, the Alternative may introduce new land uses requiring the use and storage of additional hazardous materials, similar to the PacifiCenter project. As required by Federal and State regulations, occupants using hazardous materials will do so in accordance with applicable regulations and will contract with a business that specializes in the removal and proper disposal of any hazardous waste in accordance with existing regulations, similar to the project. The Reduced Intensity Alternative will also increase the on-site daytime population, thereby exposing additional people to potential airport safety hazards. However, future development will be required to comply with FAA regulations regarding airport safety. In addition, the project features addressing airport safety will also

be implemented under this Alternative. In summary, potential impacts relative to hazard and hazardous materials impacts associated with the Reduced Intensity Alternative will be less than significant and these impacts will be similar to those of the PacifiCenter project.

**Hydrology.** New landscaping and approximately 11 acres of parks space areas will be introduced on-site under the Reduced Intensity Alternative. The amount of impervious surface area associated with buildout of the Alternative will be reduced as compared to the two percent of impervious surface area that existed at the time the NOP was filed for the project, resulting in a reduction in site-generated storm water flows relative to baseline conditions. (However, under this Alternative there will be a net increase in the amount of impervious surface area on-site as compared to site conditions subsequent to completion of the remediation program.) The reduction in runoff flows will be similar to that projected for the proposed project, as the amount of green/open space will likely be similar to the project. Additionally, the runoff decrease will result in a corresponding reduced potential for on- and off-site flood hazards, similar to the project. The storm drain system improvements proposed as part of the PacifiCenter project, including replacement of portions of the existing Long Beach RCB culvert at the southern edge of the site and construction of new on-site storm drains sized to convey 50-year storm events, will also occur. However, the downstream double RCB culverts under Lakewood Boulevard will not be adequate to accommodate the projected storm flows under this Alternative due to an existing deficiency that will be maintained. Therefore, impacts will be similar to those associated with the project, and such impacts will be significant.

**Water Quality.** Like the proposed project, a NPDES permit will be obtained, a SWPPP prepared, and BMPs implemented to minimize and regulate discharges to surface flows and groundwater. Any discharge of groundwater to the storm drain system related to potential construction dewatering will be permitted in accordance with existing regulations and treated, as necessary. By implementing permit conditions, this alternative will have a less than significant impact on surface water quality, groundwater resources, and groundwater quality. Despite the fact that less floor area will be developed under this Alternative than under the PacifiCenter project due to the reduction in the number of residential units, the same amount of ground disturbance will generally be required, and impacts during construction will be similar to those associated with the proposed project.

Operation of this Alternative will produce pollutants typical of urban uses. As with the proposed project, constituents in the post-development runoff will be substantially less than under existing conditions due to compliance with SUSMP requirements and implementation of site-wide BMPs. The Reduced Intensity Alternative will not use or deplete groundwater resources and will not affect any active groundwater wells in the vicinity. A reduction in the amount of impervious surfaces on-site will occur relative to



baseline conditions (prior to the completion of the remediation program), and the recharge potential from infiltration will thus increase. (However, the amount of impervious surface area associated with the Alternative compared with that following completion of the remediation program will increase, yielding a corresponding decrease in groundwater infiltration.) In any event, changes in groundwater recharge potential will not be to a degree that will measurably affect groundwater supplies. Operational impacts to surface water quality, groundwater resources, and groundwater quality will be less than significant and such impacts will be similar to the proposed project.

**Land Use and Planning.** Like the PacifiCenter project, the Reduced Intensity Alternative will require a new PD Ordinance to be implemented for the site, along with amendments to the land use designations for the site and associated General Plan text amendments. Development will occur under similar development standards as those set forth for the PacifiCenter project due to the reduction in the number of residential units that may be developed and the associated decreases in density and scale of residential buildings.

Compared with the proposed project, this Alternative will include a slight increase in parks space, reduced building heights, a decrease in residential units, as well as an associated reduction in the density of the residential area of the site. Therefore, the Reduced Intensity Alternative will result in development that may be considered more compatible with the residential uses to the north of the project site. This Alternative will support the goals contained within the City of Long Beach Land Use Element of the General Plan and Strategic Plan and the City of Lakewood Land Use Element and Redevelopment Plan, similar to the PacifiCenter project. The Alternative will also revitalize and redevelop the area, eliminate conditions of blight and deterioration, encourage new private sector investment, create new job opportunities, and facilitate the installation and expansion of required public infrastructure, utilities, streets, and landscaping.

With reduced air emissions and trip generation levels relative to those projected for the proposed project, the Alternative will be generally consistent with the MTA's CMP and the SCAQMD's AQMP.

Overall, land use impacts associated with the Reduced Intensity Alternative will be less than significant and somewhat less than those projected for the PacifiCenter project.

**Noise.** Implementation of the Reduced Intensity Alternative will result in increased noise levels associated with construction relative to existing conditions, although due to the reduction in the amount of construction as compared to the project, such noise levels will be experienced less often than under the project. Noise levels in the vicinity of

adjacent residential uses and proposed on-site residential uses will be temporary and intermittent, but, as with the project, such impacts will be significant.

Implementation of the Reduced Intensity Alternative will also result in increased noise levels from on-site operations compared to existing conditions. Noise levels will be associated with vehicular traffic and operation of the site. Under this Alternative, the significant noise impact associated with increased mobile noise along Conant Street, east of Lakewood Boulevard that will occur with the project will not be avoided. If A Street is reconfigured in the western portion of the project site to be adjacent to the Lakewood Country Golf Course (in the vicinity of where Cover Street is currently located), similar to the proposed project, implementation of this Alternative will result in significant mobile noise impacts. However, given the reduced traffic volumes anticipated under the Reduced Intensity Alternative as compared to the project, the increase in traffic noise will be less than that resulting under the proposed project. Other noise levels associated with operation of the Reduced Intensity Alternative will be less than significant and will be slightly less than the noise levels anticipated under the PacifiCenter project due to the reduction in the amount of housing that will be developed. In addition, since this Alternative will include fewer residences that are located further away from the Airport than under the project, noise impacts to on-site sensitive receptors resulting from their proximity to the Airport will be slightly less under this Alternative than under the project. As with the project, such impacts will be less than significant.

**Employment.** Implementation of the Reduced Intensity Alternative will generate a maximum workforce of up to approximately 13,865 employees, or a net increase of approximately 13,320 employees over existing conditions (i.e., 545 employees). This maximum estimated employment level assumes that all of the commercial floor area within the City of Long Beach under this Alternative will be office, with the exception of 200,000 square feet of retail. As discussed in Section V.J.1, Employment, depending on the land use mix ultimately developed, total employment on-site will vary. For comparison, based on another analysis of on-site employment growth and housing prepared by the Office of Economic Research at California State University, Long Beach, assuming the property is developed with a mix of uses in the Commercial land use category, 11,228 new jobs will be created within the project site.<sup>485</sup> Due to a relative increase in retail floor area

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<sup>485</sup> “An Analysis of Employment Growth and Housing” presentation and associated worksheets, Lisa M. Grobar, Ph.D. and Joseph P. Magaddino, PhD, Office of Economic Research, California State University, Long Beach, 2003. The CSULB analysis utilized slightly different employment generation factors and a different land use mix for the project site than assumed for the analysis herein, yielding a different total estimated employment. The evaluation presented in this section is based on a conservative, or worst-case, employment scenario.

and decrease in office floor area, this workforce will be slightly reduced as compared with that generated by the PacifiCenter project (i.e., 122 fewer employees). Since the workforce generated by the PacifiCenter project will be within the employment projections set forth for the Cities of Long Beach and Lakewood, the Gateway Cities subregion, and the County of Los Angeles, the workforce associated with the Reduced Intensity Alternative will also be within the employment projections set forth for these areas. Therefore, similar to the proposed project, the Reduced Intensity Alternative will not substantially alter the location, distribution, density, or growth rate of employment planned for the area by local and regional plans. In addition, the Reduced Intensity Alternative will support applicable policies in SCAG's RCPG. Similar to the project, this Alternative may provide commercial infrastructure in advance of market demand, thereby enhancing opportunities to attract quality commercial tenants and thus new jobs in a timely manner. As with the proposed project, impacts associated with employment growth will be less than significant. This Alternative will be similar to the proposed project with regard to employment impacts.

**Housing.** The Reduced Intensity Alternative will provide up to 1,400 residential units within the City of Long Beach, which is less than the amount of housing proposed by the PacifiCenter project. Furthermore, the net new workforce associated with the Reduced Intensity Alternative as compared to baseline conditions will result in an indirect demand for housing, but this demand will be slightly less than that associated with the proposed project because of a limited relative reduction in the on-site workforce under the Reduced Intensity Alternative. As the indirect demand for housing associated with the PacifiCenter project will be accommodated by the existing and projected housing stock in the Cities of Long Beach and Lakewood, the subregion, and the County, the indirect demand for housing generated by the Reduced Intensity Alternative will also be accommodated. Similar to the PacifiCenter project, the Reduced Intensity Alternative will not substantially alter the location, distribution, density, or growth rate of housing planned for the area by local and regional plans, and significant impacts on housing will not occur. However, with a reduction in the amount of housing proposed on-site, the Reduced Intensity Alternative will not support relevant housing policies in SCAG's RCPG and the Long Beach General Plan Housing Element to the same extent as the project. As such, overall, impacts will be similar to those associated with the proposed project.

**Population.** The Reduced Intensity Alternative will result in a direct increase of up to approximately 2,886 residents within the City of Long Beach as compared to existing conditions. However, due to the reduction in the amount of residences that will be developed as compared to the project, this Alternative will result in approximately 1,900 fewer residents. Development of the additional non-residential floor area associated with this Alternative will result in an indirect increase in the residential population that is

similar to the project. Therefore, since the direct and indirect population growth associated with the PacifiCenter project will be within the population projections set forth for the Cities, subregion, and County, the population growth generated by the Reduced Intensity Alternative will also be within the population projections for these areas. As such, the Reduced Intensity Alternative will not substantially alter the location, distribution, density, or growth rate of populations projected for the area. Thus, impacts associated with population will be less than significant and will be less as compared with the proposed project.

**Police Protection.** Both residential and employee population growth will occur in conjunction with the Reduced Intensity Alternative, causing an increased demand for police services as compared to existing conditions. The permanent on-site population in the City of Long Beach under this Alternative will be less than the project, resulting in a reduction in the need for police protection services. However, as with the project, based on the resulting officer to population ratio, the increased demand for police services will require additional officers and outlays for equipment to support these officers. With regard to the Los Angeles County Sheriff's Department, although the portion of the project site located within the City of Lakewood will not generate residents, an increase in demand for services could result from the additional employees and vehicles in the area surrounding the project site. Like the project, security features such as security lighting sensitively designed landscaping, and other measures will be incorporated to minimize the potential for crime on-site and the demand for additional police protection services. The street improvements planned as part of the PacifiCenter project will occur as part of this Alternative and could temporarily disrupt traffic flows and emergency access within the surrounding area. However, temporary traffic controls will be incorporated as required, and circulation patterns and response times will not be affected on a long-term basis. Furthermore, the Reduced Intensity Alternative will be consistent with the goals of the Safety Elements for the Cities of Long Beach and Lakewood. However, as with the project, while recurring General Fund revenue from this Alternative will be sufficient to provide the necessary funds for the expenditures associated with the increased staffing and associated outlays, it cannot be guaranteed that the revenue will be allocated to this specific resource. Therefore, impacts to police services will be potentially significant, but will be less as compared with the project due to the reduction in on-site residences.

**Fire Protection and Emergency Medical Services.** Under the Reduced Intensity Alternative, on-site residential and employee population growth will occur, although to a lesser degree than under the proposed project. As such, demand for fire protection and emergency medical services will increase relative to existing conditions, but will be less than the increase estimated for the PacifiCenter project. This Alternative will comply with regulations set forth by the LBFD, LACFD, CFC, Building and Safety Codes of the Cities of

Long Beach and Lakewood, and ISO Guidelines. However, similar to the project, the Reduced Intensity Alternative will require additional fire protection equipment and fire inspection personnel in the City of Long Beach.

As with the project, the water infrastructure on-site will be replaced, new off-site water infrastructure will be provided to the City of Lakewood portion of the site, and the fire flow capabilities within the portion of the site in the City of Lakewood will be increased to the degree required by the proposed on-site development. Other improvements that will occur under the project, including the installation of fire sprinklers, hydrants, and standpipe systems, will also occur under the Reduced Intensity Alternative. Additionally, the street improvements planned as part of the PacifiCenter project will occur under this Alternative, which could temporarily disrupt traffic flows and emergency access within the area surrounding the project site. However, temporary traffic controls will be incorporated as required, and fire and emergency medical response times will not be affected on a long-term basis.

The Reduced Intensity Alternative will be consistent with the goals of the Safety Elements of the Cities of Long Beach and Lakewood. However, while recurring General Fund revenue from this Alternative will be sufficient to provide the necessary funds for increased fire protection equipment and fire inspection personnel in the City of Long Beach, it cannot be guaranteed that such revenue will be allocated to this specific resource. Therefore, as with the project, impacts to fire protection and emergency medical services in the City of Long Beach will be potentially significant, although such impacts will be less than those that will occur under the project.

**Schools.** As with the proposed project, implementation of the Reduced Intensity Alternative will result in a direct and indirect increase in the residential population and an associated increase in the demand for schools in the LBUSD service area. Like the proposed project, development will be subject to the fees set forth by State law, which will fully mitigate impacts on school facilities. A funding and mitigation agreement that will provide funding to increase the capacity of LBUSD schools, thus reducing overcrowding conditions, may be entered into by the developer and LBUSD, similar to the project. As the Reduced Intensity Alternative will result in fewer residences and an associated decrease in direct population growth relative to the PacifiCenter project, the impacts of this Alternative on school facilities will be less as compared with the proposed project, and impacts will be less than significant.

**Recreation.** Both residential and employee population growth will occur in conjunction with the Reduced Intensity Alternative as compared to existing conditions, causing an increased demand for parks and recreational facilities in the vicinity. Due to the development of fewer residential units, this demand will be less than that estimated for the PacifiCenter project. Like the project, open space areas, active and passive recreational facilities, and streetscape elements will be developed, as will the pedestrian and routes proposed as part of the Circulation Plan. As discussed above, bike lane improvements may differ from those proposed as part of the project. Similar to the project, this Alternative will implement the intent of the Long Beach Bicycle Master Plan. Of the overall open space, approximately 11 acres of parks space will be developed, which is slightly more (i.e., approximately 0.5 acre) than the amount proposed under the project. This park space will consist of 9 acres that will be dedicated and zoned for public open space and two acres of private open space. The park space to be provided on-site represents approximately ten percent of the total acreage of the Housing area. In addition, based on the estimated residential population under the Reduced Intensity Alternative, the 9 acres of new public parks to be dedicated and improved will provide 3.1 acres of public park space per 1,000 residents. This ratio will increase substantially when also accounting for the previously described park fees required to be paid per residential unit to provide for City parkland acquisition and recreation improvements. Compliance with applicable regulatory requirements, including payment of park and recreation facilities fees, together with the park space improvements included as part of this Alternative, will ensure that the demands generated by new residents will be adequately accommodated. Furthermore, use of off-site facilities by on-site employees will be limited and generally confined to off-peak, weekday, lunch hour use. However, as with the project, in the event that recreational facilities will be used by employees for organized recreational activities after work, such uses will only occur as space is available and with payment of appropriate use fees. As with the proposed project, implementation of this Alternative will not significantly affect any existing recreational facilities in the project vicinity. Impacts will be less than significant and less than impacts that will occur with implementation of the project.

**Libraries.** Similar to the proposed project, the Reduced Intensity Alternative will result in a direct demand for library facilities as a result of the increase in the on-site population. In addition, this Alternative will result in an indirect demand for library services due to the introduction of new commercial floor area on the site. There is currently a system-wide shortage of library facilities within the City of Long Beach. Thus, as with the project, the addition of on-site residents will require an increase in the resources and expansion of the book collection at the Ruth Bach Library. Annually recurring General Fund revenue generated by this Alternative will be sufficient to fund the necessary library expenditures associated with additional demand from this Alternative. However, since that revenue stream may not be pre-allocated to a specific purpose, a potentially significant

impact associated with demand for library facilities in the City of Long Beach will occur. This impact will be slightly less than the project due to the reduction in the permanent on-site population. With regard to the City of Lakewood, while employees could periodically use library facilities in the area, given the availability of on-line resources and in-house office materials, impacts associated with daytime use of library facilities by project employees will be less than significant.

**Transportation/Circulation and Parking.** The Reduced Intensity Alternative will result in a decrease in both peak-hour and daily trips when compared with the PacifiCenter project. Accounting for TDM requirements and the removal of existing uses, this Alternative will generate an estimated 4,030 and 5,030 trips during the respective A.M. and P.M. peak hours, as shown in Table 90 on page 862. The traffic volumes associated with the Reduced Intensity Alternative will be more than the volumes associated with existing conditions and less than the volumes associated with the proposed project. Accordingly, impacts to intersections, freeways, and residential street segments will be less than what is anticipated under the project. Such impacts will be reduced to less than significant levels with incorporation of mitigation measures, with the exception of significant and unavoidable impacts at two intersections (Spring Street and Lakewood Boulevard, and Carson Street and Lakewood Boulevard) and on three residential street segments (Bixby Road between Orange Avenue and Cherry Avenue, Conant Street between Clark Avenue and Bellflower Boulevard, and Clark Avenue between Arbor Road and Centralia Street). In addition, this Alternative is expected to result in a slightly reduced impact to transit due to the relative decrease in the number of employees and residents on the site. This Alternative will result in reduced impacts with regard to construction traffic compared to the project due to the relative decrease in the amount of development. Nonetheless, such short-term construction impacts will remain significant and unavoidable.

Similar to the proposed project, a parking plan will be implemented as part of the Reduced Intensity Alternative. Parking will be provided for future development in accordance with requirements of the new PD Ordinance. Future parking could include surface, structured, and on-street parking, as well as sub-surface and/or aboveground structures in areas with higher development densities. Like the proposed project, since this Alternative will include a mix of uses, the use of shared parking could be incorporated

Table 90

## TRIP GENERATION FOR THE REDUCED INTENSITY ALTERNATIVE

Use	Floor Area (sq.ft.)	Daily Trips	A.M. Peak Hour		P.M. Peak Hour	
			Inbound	Outbound	Inbound	Outbound
Commercial (Office Park) <sup>a</sup>	3,100,000	32,290	3,417	426	541	3,300
Retail	200,000	10,640	147	94	476	516
Hotel	400 rooms	3,290	137	87	129	115
Residential	1,400 units	8,070	121	486	503	272
<b>Subtotal</b>		<b>54,290</b>	<b>3,822</b>	<b>1,093</b>	<b>1,649</b>	<b>4,203</b>
Less TDM/Transit (20% of peak trips)		1,340	683	0	0	660
Less Existing Driveway Volumes		1,250	152	53	30	129
<b>Total Site Trips</b>		<b>51,700</b>	<b>2,987</b>	<b>1,040</b>	<b>1,619</b>	<b>3,414</b>

<sup>a</sup> As with the project, it is assumed that all of the commercial floor area under the Reduced Intensity Alternative consists of office uses, as such uses generate the highest levels of traffic, thereby illustrating the worst-case.

Source: Crain & Associates, December 2003.

into the parking supply, where appropriate.<sup>486</sup> Significant parking impacts will not occur, and such impacts will be similar to the PacifiCenter project.

Similar to the project, under this Alternative, improvements to the bicycle and pedestrian environment on the project site and in the surrounding area will occur. Therefore, as with the project, associated impacts will be less than significant and will be beneficial.

**Water.** Implementation of the Reduced Intensity Alternative will result in an increase in water demand over existing conditions. However, due to the reduction in the number of on-site residences relative to the PacifiCenter project, the future demand for potable water under this Alternative will be less than that estimated for the project. The water system improvements identified for the proposed project, including replacement of the existing aging infrastructure on-site with a new domestic water system, off-site

<sup>486</sup> Shared parking is defined as parking spaces that can be used to serve two or more individual uses without conflict or encroachment.



improvements to provide water service to the City of Lakewood portion of the site, and new connections and installation of a reclaimed water system, will be implemented under this Alternative. Impacts will be less than significant and less as compared with the proposed project

**Sewer.** A net increase in wastewater flows will occur under the Reduced Intensity Alternative. However, due to the reduction in residential units relative to the PacifiCenter project, the wastewater generation levels associated with this Alternative will be less than those estimated for the project. The wastewater system improvements identified for the proposed project, including replacement of the existing infrastructure on-site with a new sewer system and new connections, will be implemented under this Alternative. As with the project, off-site sewer lines serving the site will have sufficient capacity to accommodate flows associated with the Alternative. Thus, impacts associated with wastewater will be less than significant and less as compared with the proposed project.

**Solid Waste.** As with the proposed project, implementation of the Reduced Intensity Alternative will result in an increase in solid waste and hazardous materials disposal compared with the existing uses. Specifically, this Alternative will generate approximately 9,200 tons per year of solid waste, which is slightly less than the proposed project due to the reduction in the number of residential units that will be developed. Similar to the PacifiCenter project, waste diversion programs will be implemented on-site. Hazardous materials may be used on-site in association with the future uses. Like the PacifiCenter project, significant impacts associated with solid waste disposal will not occur, and such impacts will be less than those occurring under the proposed project.

**Energy.** Implementation of the Reduced Intensity Alternative will result in an increase in demand for electricity and natural gas relative to existing conditions. Specifically, the peak electricity demand will be approximately 31.8 MW, with annual consumption of approximately 188,496 MWh, and the natural gas demand will be approximately 28.7 million cf/mo.<sup>487</sup> This energy demand is less than that generated by the proposed project due to the reduction in the number of residential units that will be developed. The same electrical and gas distribution system improvements identified for the PacifiCenter project will be provided under this Alternative, including development of

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<sup>487</sup> *In order to determine the maximum energy demand, all of the commercial floor area under this Alternative, with the exception of 200,000 square feet of retail uses, was assumed to be light industrial, since light industrial has the highest demand factor of the uses proposed under this Alternative.*

an on-site substation. Consequently, energy impacts will be less than significant and less as compared to the proposed project.

### **3. IMPACT SUMMARY**

A comparative summary of the environmental impacts associated with the Reduced Intensity Alternative with the environmental impacts anticipated under the PacifiCenter project is provided in Table 85 on page 809. The Reduced Intensity Alternative will result in less impacts associated with construction and operation air emissions (although impacts to regional and local construction emissions and regional operation emissions will remain significant), land use and planning, aesthetics, construction and operational noise (although construction and traffic noise will remain significant), population, police protection (potentially significant), fire protection (potentially significant), schools, recreation, libraries (potentially significant), traffic (although significant intersection and residential street segment impacts will remain), transit, water, sewer, solid waste, and energy as compared to the PacifiCenter project. Impacts to historic resources, archaeological resources, grading and site design, seismicity, hazards and hazardous materials, hydrology, water quality, employment, housing, parking, and bicycle and pedestrian circulation will be similar to the impacts that will occur with the proposed project. No impacts under this Alternative will be greater than the impacts generated by the project. Most of the improvements and project elements proposed as part of the PacifiCenter project that will have beneficial effects will also occur under the Reduced Intensity Alternative. Overall, this Alternative will result in a generally reduced level of environmental impact as compared to the PacifiCenter project.

### **4. RELATIONSHIP OF THE ALTERNATIVE TO PROJECT OBJECTIVES**

The Reduced Intensity Alternative will accomplish the General, Design, Development Implementation, and Economic Objectives established for the PacifiCenter project. The Reduced Intensity Alternative will involve new commercial and industrial development on the project site that is equivalent to the proposed project, thereby meeting various General Objectives. For example, the Reduced Intensity Alternative will maintain and enhance a major employment/activity center through site redevelopment. This Alternative will also maximize the development and economic potential of underutilized properties zoned for commercial and manufacturing uses and encourage industrial and commercial projects in underutilized areas which will make a positive contribution toward the jobs-housing balance and create job opportunities for the local labor force. Through the provision of various types of non-residential floor area, this Alternative will help to

reverse the trend of local and regional job losses. The Reduced Intensity Alternative will provide for housing within close proximity to growing employment centers to decrease travel time and reduce traffic congestion, thereby reducing energy consumption and improving air quality. However, as the Reduced Intensity Alternative will not include as many residential units as the proposed project, the general objectives pertaining to the provision of housing will not be met to the same degree as the project.

With regard to the General Objectives associated with the Long Beach 2010 Strategic Plan, similar to the PacifiCenter project, this Alternative will provide housing along major arterial corridors by recycling old commercial and industrial properties and developing carefully designed, quality residential uses that promote better living conditions and access to employment centers. In addition, the Alternative will serve to improve the quality and availability of neighborhood housing, build a strong network of healthy neighborhoods, and retain, expand, and attract new businesses.

Similar to the project, implementation of the Reduced Intensity Alternative will provide for a master-planned, mixed-use community that will blend mutually supportive uses, make efficient use of land and infrastructure, and foster a strong sense of community. Thus, this Alternative will achieve the basic design objective of the project. In addition, as this Alternative will provide for the cohesive and orderly development of the site through implementation of Design Guidelines, the specific goals pertaining to the basic design objective will be met, such as with the establishment of a live, work and play environment which includes new infrastructure and amenities to attract and support quality tenants and a stable residential area. In addition, the Reduced Intensity Alternative will provide a variety of residential opportunities, as well as allow opportunities for a mix of secondary land uses, including restaurants, retail space, and hotels, to support tenant needs and to reduce employee, resident, and visitor trips, as well as trip distances. This Alternative will also create an attractive setting, including landscaping and open space amenities. Like the project, the infrastructure phasing plan under this Alternative will provide commercial infrastructure in advance of market demand, thereby enhancing tenancy opportunities.

The Reduced Intensity Alternative will support the Development Implementation Objective as it will include a development program that will allow the Alternative to respond to market conditions through the exchange of land uses without exceeding identified environmental impacts. The Reduced Intensity Alternative also will support the basic Economic Objective established for the project, which is to optimize the value of existing property no longer in use or no longer needed for aircraft manufacturing by balancing reuse opportunities with community needs and environmental constraints, while creating significant employment and housing.

As such, under the Reduced Intensity Alternative, the basic objectives of the project will be attained, although the objectives pertaining to housing will be met to a slightly lesser extent as compared with the proposed project.

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**VI. ALTERNATIVES**  
**B. ALTERNATIVES ANALYSIS**  
**4. NON-RESIDENTIAL ALTERNATIVE**

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**1. DESCRIPTION OF THE ALTERNATIVE**

The Non-Residential Alternative assumes that the site will be redeveloped with retail and warehouse distribution uses. Under this Alternative, 100 acres will be developed with approximately 1.1 million square feet of retail uses, and the remaining 160 acres will be developed with approximately 4.0 million square feet of warehouse/ distribution uses. The retail uses will be developed with an FAR of 0.25, while the warehouse/distribution uses will be developed with an overall FAR of 0.57, which represent the typical densities for each of these uses. The Non-Residential Alternative was selected for analysis to respond to existing markets for warehouse/distribution uses in the area associated with the Port of Long Beach, the Long Beach Airport, and the surrounding freeway system.

The retail floor area will provide for a new major regional shopping area in the City of Long Beach. As shown in Figure 72 on page 868, this floor area will be located within the northern portion of the project site near Carson Boulevard and along portions of Lakewood Boulevard.

As stated above, the warehouse/distribution floor area will provide for uses that respond to markets associated with the Port of Long Beach to the west, the surrounding freeway system and the adjacent Long Beach Airport. As shown in Figure 72, these uses will be located within the more southern portions of the site adjacent to the Long Beach Airport. Assuming that the FAR within the City of Lakewood will be approximately 0.45, an estimated 450,000 square feet of warehouse/distribution will be located within the City of Lakewood, while the remaining 3,550,000 square feet of warehouse/distribution floor area will be located within the City of Long Beach. Similar to the project, operations within the Boeing Enclave may be replaced by new uses once operations in the Boeing Enclave cease. As with the project, no buildings will be located within the Runway Protection Zones (RPZs).

A Circulation Plan will be implemented under this Alternative in order to improve access and circulation, and parking will be provided in surface lots throughout the property. The Non-Residential Alternative will include limited landscaping and streetscape

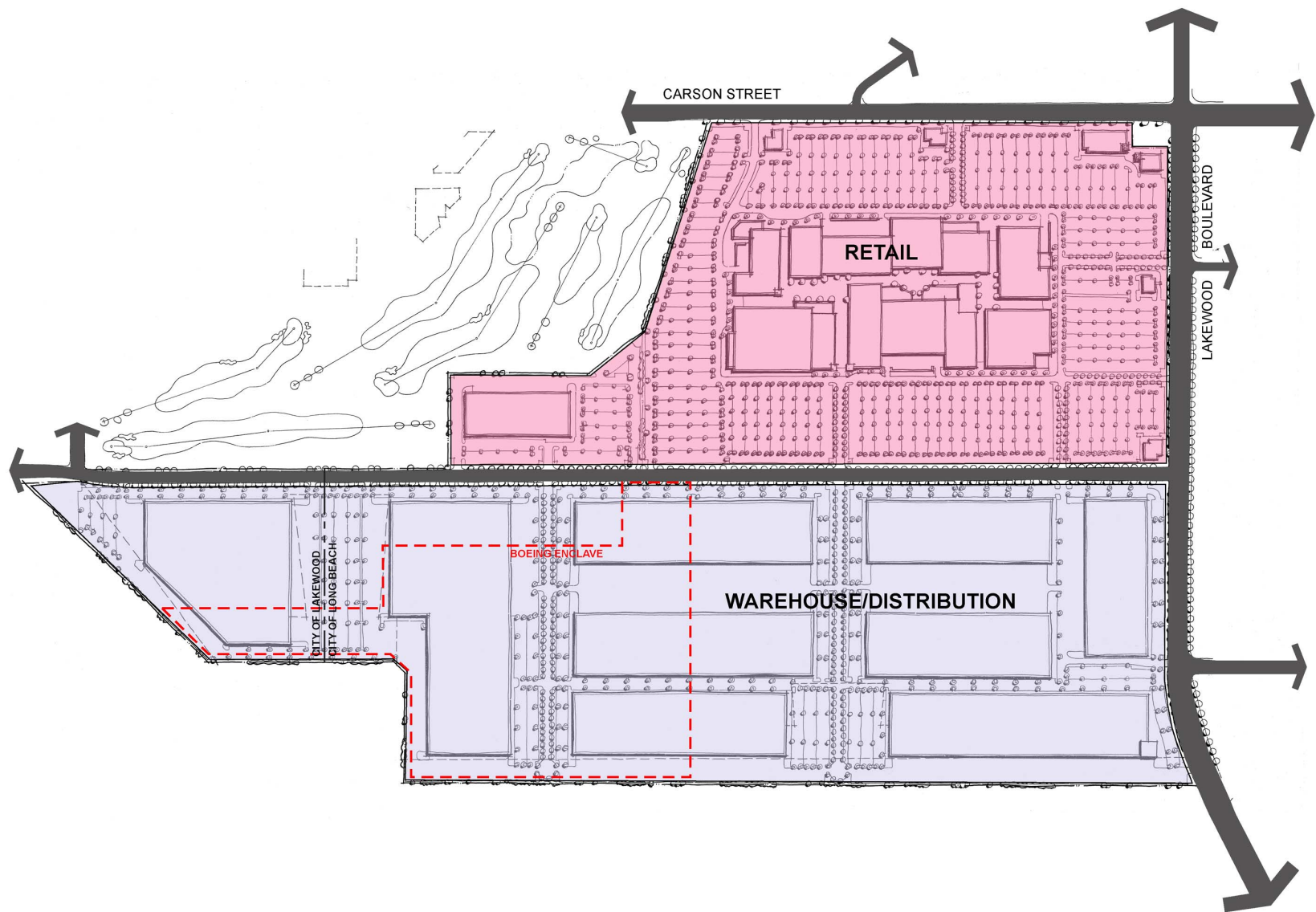


Figure 72  
Illustrative Site Plan  
Non-Residential Alternative

0 400 800 Feet  
Source: MVE Architects, October 2003

elements. Parkways will be eliminated replaced by curb-adjacent sidewalks. Open space and recreational areas will not be provided as under the proposed project. Building heights will be based on compliance with FAR Part 77 regulations and may be higher than those proposed by the project. Setbacks will also be provided in accordance with those set forth for the IG zone in the City of Long Beach and the M2 zone in the City of Lakewood.

## 2. ENVIRONMENTAL IMPACT CATEGORIES

**Aesthetics.** The Non-Residential Alternative will result in development of the project site with a different land use configuration than currently exists on the project site. However, the overall FAR will be similar to the FAR present on-site when it operated as the C-1 facility. The height or bulk of future buildings will be similar to what recently existed on the site. This Alternative will consist of low- to mid-rise buildings with surface parking lots located throughout the property. However, given the retail uses proposed, additional surface parking areas will be required throughout the site. The final design of future development will dictate whether elements that will detract from the existing aesthetic character of the area will be introduced. Development will be regulated by applicable Long Beach, Lakewood, and FAA requirements. While it is expected that future development projects will be designed in accordance with applicable codes, policies, and regulations for the City of Long Beach and the City of Lakewood, and that new development will be subject to site plan review within the City of Long Beach and design review within the City of Lakewood, this Alternative will not include an open space and landscape plan as under the project. Given the low- to mid-rise buildings that will be developed, this Alternative will not be expected to obstruct existing valued views. However, given the intensity of retail uses as well as the introduction of distribution uses, this Alternative may be considered to substantially detract from the existing aesthetic character of the area. In addition, with the introduction of retail uses that require additional exterior lighting and signage, and the development of warehouse/distribution uses that will result in increased truck activity and use of exterior areas during evening and nighttime hours, this Alternative may introduce lighting that will substantially affect nighttime views and illuminate adjacent light-sensitive uses, particularly the residential uses to the north. This Alternative is not expected to include highly reflective surfaces that produce intense glare onto adjacent glare-sensitive uses. Overall, given the more intensive nature of retail uses and the physical compatibility issues associated with retail and warehouse/distribution uses, aesthetic impacts under the Non-Residential Alternative will be significant and will be greater than those associated with the PacifiCenter project.

**Air Quality.** The amount of site preparation associated with the Non-Residential Alternative will be reduced when compared with the proposed project as the overexcavation and compaction requirements are not as stringent for non-residential development at the site. However, pollutant emissions and fugitive dust from site preparation activities will be similar on a daily basis because the duration (not the intensity) of these activities will decrease compared to the proposed project. Local emissions dispersions from fugitive dust emissions during worst-case daily site preparation will also be similar to those of the proposed project, and will be significant. The total square footage of development under this alternative is similar to the proposed project and, therefore, the level of construction activities will also be similar. Therefore, pollutant emissions from construction activities will also be similar to the proposed project. Impacts during maximum conditions, which are used for measuring significance, will be similar to those of the proposed project. In addition, this Alternative will comply with the mandatory requirements of SCAQMD Rule 403 for fugitive dust emissions which includes, but is not limited to, using best available control measures to minimize fugitive dust emissions from various fugitive dust sources such as disturbed surfaces. Thus, as with the project, regional and local construction emissions will be significant, although the duration of these impacts during site preparation will be less than the project (refer to worksheets provided in Appendix D).

Air pollutant emissions associated with occupancy and operation of the Non-Residential Alternative will be generated by both consumption of electricity and natural gas, aviation-related sources, and by the operation of on-road vehicles. Miscellaneous area sources were also considered in the operations analysis, including consumer/commercial solvent usage, landscaping equipment, architectural and automotive coatings, restaurant charbroilers, and emergency generators. This Alternative results in a total of 43,820 average daily trips (ADT) or a reduction of 12,100 trips as compared to the proposed project. As shown in Table 91 on page 871, net operation emissions for this Alternative results in 1,000 lbs/day of CO, 663 lbs/day of NO<sub>x</sub>, 393 lbs/day of PM<sub>10</sub>, 176 lbs/day of ROC, and 16 lbs/day of SO<sub>x</sub>. Operational emissions due to this Alternative will be less than those projected for the PacifiCenter project for all pollutants with the exception of NO<sub>x</sub> and SO<sub>x</sub>. However, operation of this Alternative will exceed the SCAQMD regional thresholds for CO, NO<sub>x</sub>, PM<sub>10</sub>, and ROC, as shown in Table 91. Thus, as with the project, impacts will be significant.

While this Alternative results in less overall emissions of CO, PM<sub>10</sub>, and ROC, the vehicular fleet mix is different for warehouse/distribution uses than residential uses in that the number of large diesel trucks substantially increases. As diesel particulate exhaust is a major contributor to cancer risk within the Long Beach area and the SCAQMD is making a considerable effort to reduce diesel particulate emissions, the increase in diesel exhaust



Table 91

**OPERATION EMISSIONS  
NON-RESIDENTIAL ALTERNATIVE  
(Pounds per Day)**

<b>Emission Source</b>	<b>CO</b>	<b>NO<sub>x</sub></b>	<b>PM<sub>10</sub></b>	<b>ROC</b>	<b>SO<sub>x</sub></b>
<b>Existing Conditions</b>					
Mobile Sources	196	23	15	21	<1
Stationary Sources <sup>a</sup>	3	17	<1	<1	1
Area Sources <sup>b</sup>	19	15	<1	2	<1
Aviation-Related Sources	0	0	0	0	0
Miscellaneous Sources <sup>c</sup>	44	11	3	5	<1
<b>Total</b>	<b>261</b>	<b>66</b>	<b>20</b>	<b>28</b>	<b>2</b>
<b>Non-Residential Alternative</b>					
Mobile Sources	924	382	381	111	4
Stationary Sources <sup>a</sup>	25	147	4	3	11
Area Sources <sup>b</sup>	94	76	4	11	0
Aviation-Related Sources	9	3	<1	<1	<1
Miscellaneous Sources <sup>c</sup>	209	121	24	79	3
<b>Total</b>	<b>1,261</b>	<b>729</b>	<b>413</b>	<b>204</b>	<b>18</b>
<b>Difference (Net) Emissions</b>					
Alternative - Existing Conditions	1,000	663	393	176	16
SCAQMD Significance Threshold	550	55	150	55	150
<b>Over (Under)</b>	<b>450</b>	<b>608</b>	<b>243</b>	<b>121</b>	<b>(134)</b>

<sup>a</sup> Stationary sources include electricity and natural gas usage.

<sup>b</sup> Area sources include emissions from emergency generators and charbroilers.

<sup>c</sup> Miscellaneous sources include among other things, consumer/commercial solvent usage (e.g., detergents, cleaning compounds, glues, polishes, and floor finishes), delivery and landscaping equipment.

Source: PCR Services Corporation, January 2004.

emissions from this Alternative will result in substantially more emissions than the project, which will exacerbate the overall health risk in the Long Beach area.

The reduction in traffic associated with this Alternative will contribute to a proportionate decrease in localized emissions of CO. The maximum predicted 8-hour CO concentration for the proposed project combined with 2020 base traffic was 8.1 ppm, or 10 percent below the 9.0 ppm significance threshold for localized CO. The proposed project resulted in approximately 6 percent of the pollutant concentration, or 0.5 ppm. Therefore, a 21 percent decrease in daily trips generated by this Alternative will decrease the increment from 0.5 ppm to 0.39 ppm and will remain approximately 10 percent below the 9.0 ppm significance threshold for localized CO. Thus, local operation air quality

impacts will be less than under the project and, as with the project, will be less than significant.

**Cultural Resources.** Building 15 located within the Boeing Enclave, has been identified as a contributing resource within a potential historic district identified on-site. To the extent that Building 15 remains and is not required to be removed as part of the remediation program underway for the site, its removal may occur under this Alternative once operations in the Boeing Enclave cease.<sup>488</sup> Similar to the project, the Alternative will not result in a significant project impact as this building is only historically significant in the context of the historic district. However, if removal of this structure is completed as part of this Alternative rather than as part of the ongoing remediation activities, this Alternative will contribute to a significant cumulative impact on historic resources. Such impacts will be similar to those that will occur under the project.

The Non-Residential Alternative will involve excavation and/or grading of the entire project site. Therefore, this Alternative will result in similar impacts as the proposed project as they relate to the discovery of unknown archaeological resources during construction activities and such impacts will be less than significant with mitigation.

**Geology and Soils.** Site preparation activities, including grading and excavation, will occur throughout much of the project site under the Non-Residential Alternative. However, the amount of grading will be somewhat less than that necessary for the proposed project since all parking will be at grade. As discussed in Section V.D, Geology and Soils, the site is considered suitable for new development, and several foundation construction methods will be appropriate for building support. With implementation of appropriate construction techniques required by CGS and Code requirements, implementation of this Alternative will result in less than significant impacts related to grading and site design. Such impacts will be similar to the project.

With regard to seismic hazards, the existing development and on-site population are currently exposed to a degree of seismic hazard risk. The additional workforce population introduced under this Alternative will be exposed to similar seismic risks. With adherence to applicable Code requirements, this Alternative will result in less than

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<sup>488</sup> *Removal of the remaining buildings within the potential historic district is necessary in accordance with the mandated remediation program for the site that is underway.*

significant impacts with respect to seismic hazards. These impacts will be similar to those that will occur under the PacifiCenter project.

**Hazards and Hazardous Materials.** As with the project, any asbestos or lead based paint found on-site and associated with the demolition of buildings (remaining after completion of demolition activities necessary for the remediation program) will be removed in accordance with applicable regulations. Also similar to the project, it is assumed that the two inactive USTs remaining on the site will be removed as part of or prior to the demolition activities underway within the project site. These tanks fully comply with applicable UST requirements including the stringent performance standards established to prevent UST releases and leaks. Currently, they are both empty and not in service. Relative to project operations, the Non-Residential Alternative could introduce new land uses requiring the use and storage of additional hazardous materials. In addition, the Non-Residential Alternative will result in an increase in on-site employee population as compared to baseline conditions (although reduced relative to the project) as well as an increase in the occupancy of the site as compared to baseline conditions due to the introduction of retail customers, thus exposing additional people to potential airport safety hazards. However, future development will be required to comply with local and Federal regulations regarding airport safety. In summary, the Non-Residential Alternative could result in the exposure of people to sources of potential health and safety hazards. However, potential impacts relative to hazard and hazardous materials impacts associated with the Non-Residential Alternative will be similar to the project and will be less than significant.

**Hydrology.** Until recently, the project site was developed with over five million square feet of floor area with impervious surfaces constituting approximately 98 percent of the site. As such, relative to baseline conditions (i.e., five million square feet of floor area), a decrease in the amount of impervious surface area on-site will occur under this Alternative, as will an associated decrease in surface water runoff flows. (However, relative to the project site subsequent to the remediation program, an increase in impervious surface area, and an associated increase in surface runoff flows will result.) Development under the Non-Residential Alternative will involve the introduction of some landscaping, although not to the extent planned under the proposed project, largely due to the omission of parks and residential uses that include open space areas. Thus, relative to the project, this Alternative will result in a substantial increase in impervious surfaces and an associated increase in runoff flows.

Some of the storm drain system improvements proposed as part of the PacifiCenter project, such as replacement of portions of the existing Long Beach RCB culvert, will not occur in conjunction with this Alternative. However, new on-site storm drains constructed

in conjunction with new development will be sized to convey 50-year storm events, similar to the PacifiCenter project, and specific drainage improvements, such as catch basins, roof drains, and surface-parking drains will be implemented. As with the project, the downstream double RCB culverts will not be adequate for storm flows generated by this Alternative. Thus, a significant hydrology impact will occur. Due to the relative increase in impervious surface under this Alternative and the loss of certain beneficial impacts associated with improvements to the existing storm drain system, hydrology impacts will be greater under this Alternative than those forecast for the proposed project.

**Water Quality.** Like the proposed project, a NPDES permit will be obtained, a SWPPP prepared, and BMPs implemented to minimize impacts to water quality. Any discharge of groundwater to the storm drain system related to construction dewatering will be appropriately permitted and treated, as necessary. Compliance with these various permits will reduce impacts to surface water quality, groundwater resources, and groundwater quality to less than significant levels. Despite the fact that more floor area will be developed under this Alternative than under the PacifiCenter project, the same amount of ground disturbance will generally be required, and impacts during construction will be similar to those associated with the proposed project.

Operation of this Alternative will produce pollutants typical of urban uses. However, given the increase in warehouse/distribution uses that will be developed together with the increase in surface parking required for the retail uses, this Alternative will generate more constituents that have the potential to affect water quality. As with the proposed project, constituents in the post-development runoff will be addressed with SUSMP requirements and implementation of BMPs. The Non-Residential Alternative will not use or deplete groundwater resources and will not affect any active groundwater wells in the vicinity. As a decrease in the amount of impervious surfaces on-site will occur relative to baseline conditions (prior to remediation), the recharge potential from infiltration will increase, though not to a degree that will affect groundwater supplies. Operational impacts to surface water quality, groundwater resources, and groundwater quality will be less than significant and will be greater than those expected for the project.

**Land Use and Planning.** The Non-Residential Alternative will not comply with the City of Long Beach PD-19 Ordinance since the retail uses to be introduced under this Alternative are not permitted uses under the current Ordinance. Therefore, an amendment to the PD-19 Ordinance or a new PD Ordinance will be necessary for this Alternative to be implemented. In addition, similar to the project, this Alternative will require rezoning of the less than one-acre parcel located at the southwest corner of Lakewood Boulevard and Carson Street. With regard to land use compatibility, relative to the proposed project, this Alternative will introduce a larger amount of more intense

commercial uses (e.g., additional retail, warehouse, and distribution uses), that may not be considered to be as compatible with the residential uses to the north and the golf course use to the northwest as the project. Furthermore, the development of a major retail shopping area in close proximity to the Airport could present compatibility issues due to the intensity of such uses. However, compatibility issues associated with residences located in proximity to the Airport will not occur under this Alternative, as no residential uses are proposed. Overall, land use compatibility impacts will be greater under the Non-Residential Alternative as compared with the project and may be considered significant.

The Non-Residential Alternative will support goals contained within the City of Long Beach General Plan and Strategic Plan pertaining to the development of the area as an employment/activity center and providing for economic growth within the community. However, in contrast with the proposed project, this Alternative will not support applicable goals relative to the provision of housing (discussed further below in the Housing analysis). In addition, because development will also occur on the 23 acres within the City of Lakewood, the Non-Residential Alternative will support goals contained within the Lakewood General Plan and Redevelopment Plan pertaining to the improvement and increased intensity within this underutilized area. The Alternative will serve to revitalize and redevelop the area, eliminate conditions of blight and deterioration, encourage new private sector investment, create new job opportunities, and facilitate the installation and expansion of required public infrastructure. Therefore, this Alternative will generally be consistent with the City of Lakewood General Plan and Redevelopment Plan.

With reduced air emissions and trip generation levels relative to those projected for the proposed project, the Alternative will be generally consistent with regional plans, including the MTA's CMP and the SCAQMD's AQMP.

In summary, the Non-Residential Alternative will result in significant impacts with regard to land use compatibility with the adjacent residential area to the north that are greater than the project and less than significant impacts with regard to land use consistency that are similar to the project. Overall, land use impacts may be greater than the proposed project due to the potential for greater land use compatibility impacts.

**Noise.** Implementation of the Non-Residential Alternative will result in increased noise levels as compared to existing conditions due to construction. Similar to the proposed project, due to the proximity of adjacent sensitive receptors to the project site and the potential use of driven piles, significant noise impacts will occur as a result of construction activities. Construction noise levels at the sensitive receptor locations during construction will be similar to those identified for the proposed project.

Implementation of the Non-Residential Alternative will also result in increased noise levels from on-site operations as compared to the existing uses. Noise levels will be associated with additional vehicular traffic, additional on-site parking facilities, and the introduction of new uses. Although this Alternative will result in less traffic than the PacifiCenter project, an increase in noise levels will result due to a substantial increase in heavy duty truck trips associated with warehouse/distribution uses. Similar to the proposed project, significant noise impacts associated with mobile noise along Conant Street east of Lakewood Boulevard will occur. If a roadway is reconfigured in the western portion of the project site to be adjacent to the Lakewood Country Golf Course (in the vicinity of where Cover Street is currently located), similar to the proposed project, implementation of this Alternative will result in significant mobile noise impacts. However, given the substantial increase in heavy duty trucks, additional roadway segments may also be significantly impacted. Noise impacts from other operational sources (e.g., mechanical equipment) will likely be similar to the project and, as with the project, will be less than significant.

**Employment.** The workforce generated as a result of operation of this Alternative will be approximately 9,819 employees, for a net increase of 9,274 employees as compared to existing conditions. The number of employees generated by this Alternative will be less (i.e., 4,168 fewer employees) than the maximum workforce generated by the PacifiCenter project. Since the workforce generated by the PacifiCenter project will be within the employment projections set forth for the Cities of Long Beach and Lakewood, the Gateway Cities subregion, and the County of Los Angeles, the workforce associated with the Non-Residential Alternative will also be within the employment projections set forth for these areas. Therefore, similar to the proposed project, the Non-Residential Alternative will not substantially alter the location, distribution, density, or growth rate of employment planned for the area by local and regional plans. Implementation of this Alternative will support the economic and redevelopment goals of the Cities of Long Beach and Lakewood through the expansion of the area's employment base. However, given the fewer employees that will be generated, these goals will not be achieved to the extent expected for the proposed project. In addition, the Non-Residential Alternative will support applicable policies of the RCPG. Impacts associated with employment growth will be less than significant and will be similar to those associated with the proposed project.

**Housing.** The Non-Residential Alternative will not provide additional housing on the project site. In contrast to the PacifiCenter project, this Alternative will not support the goals relative to the provision of housing, including City and SCAG goals and policies regarding increased housing construction, increased opportunities for home ownership, and the introduction of residential development along transit corridors and close to employment, transportation, and activity centers. Similar to the PacifiCenter project, the

additional workforce associated with the Non-Residential Alternative will result in an indirect demand for housing. This indirect demand will absorb a slightly reduced percentage of the available units within the City, subregion, and County, given the relative reduction in employment. (Although the Non-Residential Alternative will not include on-site residential development, the employment analysis for the proposed project conservatively assumed that on-site housing will not be available for employees moving to the area.) As the indirect demand for housing associated with the PacifiCenter project will be accommodated over time by the existing and projected housing stock in the area, the indirect demand for housing generated by the Non-Residential Alternative will also be accommodated. Therefore, the Non-Residential Alternative will not substantially alter the location, distribution, density, or growth rate of housing planned for the area by local and regional plans, and significant impacts on housing will not occur. The impacts of the Alternative relative to housing projections will be less as compared with the proposed project, while impacts relative to applicable housing policies will be greater but will be less than significant.

**Population.** The Non-Residential Alternative will not result in a direct increase in population since no new housing is proposed. However, the Non-Residential Alternative will result in an indirect increase in population similar to the PacifiCenter project. Since the indirect population growth associated with the PacifiCenter project will be within the population projections set forth for the Cities of Long Beach and Lakewood, the subregion, and the County, the population growth generated by the Non-Residential Alternative will also be within the population projections for these areas. As such, the indirect population growth associated with the Non-Residential Alternative will not substantially alter the location, distribution, density, or growth rate of populations projected for the area. Thus, impacts on population will be less than significant and will be less as compared with the proposed project since no increase in permanent on-site population will result.

**Police Protection.** Since direct residential growth will not occur under the Non-Residential Alternative, its implementation will not affect the existing officer to residential population ratio. However, the increase in the daily on-site employee population that will occur under this Alternative will result in an increase in calls for police services as compared to existing conditions. The introduction of 1.1 million square feet of retail uses and associated retail customers will also increase the calls for police services on-site. Many of the street improvements included in the proposed Circulation Plan will be implemented, and short-term disruptions to emergency access and response times could occur during periods of construction. Similar to the project, temporary traffic controls will be incorporated as required. Overall, impacts to police protection services will be similar relative to the proposed project. However, similar to the project, while municipal revenue generated by this Alternative could be used to provide additional capacity as determined

appropriate by the LBPD and the Sheriff's Department, the allocation of such revenue to a specific service cannot be guaranteed. Therefore, implementation of this Alternative could result in potentially significant impacts associated with the demand for additional police protection services.

**Fire Protection and Emergency Medical Services.** As the Non-Residential Alternative will not include the development of any housing, growth in the on-site residential population will not occur. However, the additional commercial floor area assumed for this Alternative will result in an increase in the daytime employee population relative to existing conditions, which will potentially result in an increase in calls for fire protection and emergency medical services. In addition, the introduction of 1.1 million square feet of retail uses and associated retail customers within the site may also result in an increase in call for fire protection and emergency medical services. The Non-Residential Alternative will comply with requirements set forth by the LBFD and LACFD. Improvements to the water infrastructure serving the site will be implemented on a building-by-building basis, thereby providing adequate fire flow capacity. In addition, fire sprinklers, hydrants, and standpipe systems will be installed, as required. Many of the street improvements included as part of the proposed project will be implemented, resulting in short-term disruptions to emergency access and response times during construction. Similar to the project, temporary traffic controls will be incorporated as required to reduce such disruptions. The Non-Residential Alternative will be consistent with the goals of the Safety Elements of the Cities of Long Beach and Lakewood. Overall, impacts associated with fire protection and emergency medical services will be similar to those of the project. With regard to the City of Long Beach, while municipal revenue generated by this Alternative could be used to provide additional capacity as determined appropriate by the LBFD, the allocation of such revenue to a specific service cannot be guaranteed. Therefore, similar to the project, implementation of this Alternative could result in potentially significant impacts associated with the demand for additional fire protection services in the City of Long Beach.

**Schools.** Although a direct population increase will not result from this Alternative, due to an indirect increase in the residential population, an indirect increase in demand for school facilities will occur. Like the proposed project, development of the Non-Residential Alternative will be subject to the fees set forth by State law. Similar to the proposed project, impacts on school facilities will be fully mitigated with the payment of these mandatory fees. As no residential uses are included as part of this Alternative, impacts on school facilities will be less than the project and, like the project, impacts will be less than significant.



**Recreation.** Although direct residential growth will not occur, an increase in the daily on-site employee population will occur in conjunction with the additional floor area considered for this Alternative, thereby causing a slight increase in indirect demand for parks and recreational facilities in the vicinity. Any use of off-site recreational facilities will be limited and generally confined to off-peak, weekday lunch hour use. Such demand will be less than that anticipated under the maximum employment scenario of the PacifiCenter project, given the reduction in employee growth. In addition, implementation of this Alternative will not cause existing ratios of developed parklands per resident to decrease within either the Cities of Long Beach or Lakewood. While new development will be subject to applicable regulatory requirements and will likely involve the development of new landscaping and some recreation or open space areas, such facilities will not occur to the same extent as planned under the proposed project. Nevertheless, as no residential uses are proposed under this Alternative, impacts will be less than under the project and such impacts will be less than significant.

**Libraries.** The Non-Residential Alternative will not result in a direct demand for library services since this Alternative will not directly increase the residential population within the Cities of Long Beach or Lakewood. However, this Alternative will result in an indirect demand for library services due to an increase in non-residential development on the project site. Given the availability of on-line resources and in-house office materials, impacts associated with daytime use of library facilities by employees under this Alternative will be less than significant. Impacts will be less as compared to the PacifiCenter project as no residential uses are proposed under this Alternative. The potentially significant impact that will occur with the project should project-generated revenue be allocated to other needed municipal purposes other than to the provision of additional library resources will be avoided.

**Transportation/Circulation and Parking.** The Non-Residential Alternative will generate an estimated 1,472 A.M. peak-hour trips and an estimated 4,028 P.M. peak-hour trips with incorporation of a TDM program, as shown in Table 92 on page 880. These trips will be greater than those under existing conditions, but less than the approximate 4,480 net A.M. and 5,430 net P.M. peak-hour trips generated by the PacifiCenter project. It is estimated that this Alternative will impact intersections, freeways, and residential street segments less than the proposed project. However, given that passenger car equivalent factors were not accounted for in the analysis, these impacts may be greater due to the increased truck traffic associated with the warehouse/distribution uses. Most of these impacts will be mitigated to less than significant levels. However, impacts at the intersections of Carson Street and Lakewood Boulevard and Spring Street and Lakewood Boulevard will remain significant. In addition, impacts to the residential street segments of Conant Street between Clark Avenue and Bellflower Boulevard and Bixby Road between

Table 92

## TRIP GENERATION FOR THE NON-RESIDENTIAL ALTERNATIVE

Use	Floor Area (sq.ft.)	Daily Trips	A.M. Peak Hour		P.M. Peak Hour	
			Inbound	Outbound	Inbound	Outbound
Retail	1,100,000	31,110	397	214	1,422	1575
Warehousing/Distribution <sup>a</sup>	4,000,000	16,445	994	219	312	987
<b>Subtotal</b>	<b>5,100,000</b>	<b>47,565</b>	<b>1,391</b>	<b>433</b>	<b>1,734</b>	<b>2,562</b>
Less TDM (20% of peak trips)		256	147	0	0	109
Less Existing Driveway Volumes		1,250	152	53	30	129
<b>Total Site Trips</b>		<b>46,059</b>	<b>1,092</b>	<b>380</b>	<b>1,704</b>	<b>2,324</b>

<sup>a</sup> For the Warehousing/Distribution use, it has been assumed that approximately 15 percent of the trip generation is comprised of heavy-duty trucks, which have been converted to passenger car equivalents (PCE) using a PCE factor of 2.0.

Source: Crain & Associates, January 2004.

Orange Avenue and Cherry Avenue will remain significant. This Alternative is expected to have less impact to transit due to the employment population being less compared to the combined employment and residential population of the PacifiCenter project. Overall, the required mitigation under the Non-Residential Alternative will be less than that for the PacifiCenter project. However, it should be noted that the transportation benefits of locating employment, retail, and residential uses within close proximity will not be realized under this Alternative. Similar to the project, this Alternative will result short-term significant an unavoidable impacts associated with construction traffic.

As with the proposed project, sufficient parking will be provided on-site in accordance with City requirements for development occurring under the Non-Residential Alternative. Parking will be provided in surface lots throughout the property. Thus, significant parking impacts will not occur, and such impacts will be similar to those of the project.

Due to the reduction in the number of on-site employees and the elimination of residential uses, impacts to transit will be less than the project. As with the project, such impacts will be less than significant.

A Circulation Plan will be implemented under the Non-Residential Alternative in order to improve access and circulation. As such, while improvements to the pedestrian and bicycle environment may not be incorporated to the degree that will occur with the proposed project, a beneficial impact will nonetheless occur although not to the degree of the project. Associated impacts will be less than significant and greater than those anticipated in conjunction with the proposed project.

**Water.** Development of the uses considered under the Non-Residential Alternative will result in a net increase in potable water demand as compared to existing conditions. This demand will be less than that estimated for the project due to the changes in the types and mix of land uses. Many of the water system improvements identified for the PacifiCenter project will be implemented, although such improvements will not be as extensive under this Alternative. In addition, such improvements will not be implemented in advance of demand as with the proposed project. It is possible that portions of the existing aging infrastructure on-site will remain. In addition, the reclaimed water system proposed as part of the PacifiCenter project will not be installed under this Alternative, and off-site water system improvements will not be anticipated. While this Alternative will result in the loss of some beneficial impacts that will occur with the project, due to the decrease in water demand, impacts will be less as compared to the project and will be less than significant.

**Sewer.** Development of the Non-Residential Alternative will result in a net increase in wastewater flows as compared to existing conditions. Such flows will be less than those estimated for the PacifiCenter project due to the changes in the types of land uses and the land use mix. Sewer system improvements and upgrades will occur in conjunction with this Alternative, but will not be as extensive as under the proposed project, and it is possible that portions of the existing infrastructure on-site will remain. Given the decrease in sewage flows relative to the proposed project, sufficient capacity in off-site sewer lines serving the site will be available. Impacts will be less than significant and slightly less as compared with the proposed project.

**Solid Waste.** The increase in the on-site population expected in conjunction with the Non-Residential Alternative's additional floor area will result in a solid waste disposal level of approximately 16,446 tons per year. This level will be approximately 6,523 tons greater than the annual disposal level projected for the PacifiCenter project due to the increased non-residential floor area and the change in the land use mix. Waste diversion programs will be implemented on-site. Like the PacifiCenter project, significant impacts associated with solid waste will not occur, but such impacts will be greater than the proposed project.

**Energy.** Implementation of this Alternative will result in an increased demand for electricity and natural gas relative to existing conditions. Compared to the project, electricity demand will increase and natural gas demand will decrease. The annual consumption of approximately 298,056 MWh, which is approximately 104,426 MWh more than the project. Natural gas demand will be approximately 29.67 million cf/mo, which is approximately 3 million cf/mo less than the project. Many of the electrical and natural gas system improvements identified for the PacifiCenter project will be implemented, although such improvements will not be as extensive under this Alternative. Overall, impacts to electricity will be greater than those of the project and impacts to natural gas will be less than those associated with project. Impacts to both energy resources will be less than significant.

### 3. IMPACT SUMMARY

A comparative summary of the environmental impacts associated with the Non-Residential Alternative with the environmental impacts anticipated under the PacifiCenter project is provided in Table 85 on page 809. The Non-Residential Alternative will result in less impacts associated with regional and local operation air emissions (although regional operation air quality impacts will remain significant), population, housing projections, schools, recreation, libraries, traffic (although significant impacts will remain), transit, water, sewer, and natural gas as compared to the PacifiCenter project. Impacts associated with regional and construction air quality (impacts will remain significant), historic resources, archaeological resources, geology and soils, hazards and hazardous materials, traffic noise, land use consistency, construction and operation noise from on-site sources, employment, police, fire, and parking will be similar to those impacts associated with the proposed project. Impacts associated with aesthetics, hydrology, water quality, land use compatibility, housing policies, bicycle and pedestrian circulation, solid waste, and electricity will be greater under this Alternative. Furthermore, some of the improvements and many of the project elements proposed as part of the PacifiCenter project which will have beneficial effects will not occur under the Non-Residential Alternative.

### 4. RELATIONSHIP OF THE ALTERNATIVE TO PROJECT OBJECTIVES

Implementation of the Non-Residential Alternative will support some of the General Objectives established for the PacifiCenter project. The new development will maintain and enhance a major employment/activity center. In addition, this Alternative will provide the opportunity to capitalize on the development and economic potential of underutilized properties zoned for commercial and manufacturing uses and will encourage industrial

and commercial projects in underutilized areas, thereby making a positive contribution toward the jobs-housing balance and creating job opportunities for the local labor force. This Alternative will also help to reverse the trend of local and regional job losses. As compared with the proposed project, the Non-Residential Alternative will meet these General Objectives regarding economic development, though to a much lesser extent. Furthermore, because the Non-Residential Alternative will not increase the housing stock within the City of Long Beach, the objectives regarding the provision of housing will not be met.

This Alternative will not attain the majority of the General Objectives associated with the Long Beach 2010 Strategic Plan, as the Non-Residential Alternative will not assist in improving the quality and availability of neighborhood housing and will not provide housing along major arterial corridors. However, this Alternative will meet the Strategic Plan objective to retain, expand, and attract new business, although to a lesser extent than achieved by the project since commercial infrastructure will not be provided in advance of market demand.

Implementation of the Non-Residential Alternative will preclude accommodation of many of the proposed project's Design Objectives, as the Non-Residential Alternative will not create a master-planned community that blends mutually supportive uses such as employment, housing, and life style amenities. Furthermore, the Non-Residential Alternative will not provide a live, work, and play environment that includes substantial new infrastructure and amenities to attract and support quality tenants, nor will it create a stable residential area, since this Alternative does not include a housing component. Therefore, this Alternative will not provide a variety of residential opportunities or provide a mix of secondary land uses to support tenant needs and to reduce employee, resident, and visitor trips and trip distances. Finally, as this Alternative will not require that every development within the site comply with quality and design standards, the design objective pertaining to the adherence of such standards will not be met.

The Non-Residential Alternative will not support the Development Implementation Objective to develop the project in response to market conditions. This Alternative also will not support the basic Economic Objective established for the project, which is to balance reuse opportunities for the project site with community needs and environmental constraints in such a manner as to optimize the value of the property while creating significant employment and housing.

In summary, while some of the basic objectives of the project will be attained with implementation of this Alternative, a majority of them will not be met, largely due to the absence of housing under this Alternative.

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**VI. ALTERNATIVES**  
**B. ALTERNATIVES ANALYSIS**  
**5. ALTERNATIVE SITE**

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**1. DESCRIPTION OF THE ALTERNATIVE**

In accordance with CEQA Guidelines Section 15126.6(f)(2), a discussion of alternative locations for the PacifiCenter project is included herein. CEQA Guidelines Section 15126.6(f)(2) states that only locations that will avoid or substantially lessen any of the significant effects of the project need be considered in the EIR. The Boeing Company currently owns other properties within the City of Long Beach and near the PacifiCenter site, including 88 acres of land located to the east of Lakewood Boulevard and 94 acres of land located immediately southwest of the site. Together these properties total 182 acres and contain aircraft manufacturing and assembly operations. No other properties owned by Boeing in the greater area surrounding the project site are similar to the PacifiCenter site in size.

The property east of Lakewood Boulevard is currently used as an assembly plant for Boeing 717 commercial air liners, and the property southwest of the PacifiCenter site is used for assembly of C-17 military cargo planes. These facilities are currently fully operational and, due to their nature, require a location adjacent to the Long Beach Airport. Implementation of a development program similar to the PacifiCenter project within these two properties will necessitate relocation of the 717 and C-17 assembly facilities. The most likely location for these operations is within the PacifiCenter site, due to its location adjacent to the Airport and common ownership. Thus, implementation of the proposed project on these two properties comprising an Alternative Site will not preclude development within the PacifiCenter site.

Although the 717 and C-17 sites are somewhat smaller than the PacifiCenter site (182 acres vs. 261 acres), their locations relative to the Long Beach Airport leave them less affected by FAA-imposed height limitations. It is therefore believed that the amount of development that could physically be developed on the properties could approach that being proposed at PacifiCenter, albeit at somewhat higher densities. Under this circumstance, the relative effects of such development will be generally comparable to the proposed project since developments having similar composition, scale, and density will be expected to have generally similar environmental consequences. This assessment does not account for the economic implications that more dense development (that is,

taller structures, and possibly more reliance on structured parking) and the cost of relocating existing aircraft assembly operations on the 717 and C-17 sites to the PacifiCenter property could have on feasibility. Furthermore, since the Alternative Site consists of two physically separate properties, project development at this location will not be as functional as under the proposed project. For example, certain project elements, such as the proposed circulation plan and the associated pedestrian and bicycle routes will not function in a unified fashion since they will be divided between the two properties. In addition, since impacts resulting from project implementation will not be centralized, the geographic area affected will be expanded. Finally, implementation of this Alternative will not avoid the significant and unavoidable impacts of the PacifiCenter project. Based on these conditions, it is concluded that no alternative locations for the PacifiCenter project are available, feasible, and environmentally superior.

In order to consider other property at potential alternative locations to the project site, it is important to recognize the nature of The Boeing Company and the reasons why the project site is available for development. The Boeing Company's purpose is to develop, manufacture, and sell aviation and aerospace products and technology. As a wholly-owned subsidiary, the Boeing Realty Corporation is charged with the management of the parent corporation's real estate assets in a manner that advances Boeing's basic purpose by maintaining, improving, or acquiring property needed for internally productive purposes, or economically disposing of properties that are no longer needed. Boeing does not acquire property for conventional real estate development purposes. Boeing's only involvement in real estate development is, first, for its own operational requirements, and, second, where conventional development can enhance the value of surplus property assets. Therefore, the project site is available for development because Boeing determined that it is no longer needed for internal purposes, and Boeing has proposed the PacifiCenter project because such development of the site will enhance its value and achieve the other objectives expressed in Section III, Project Description, of this EIR.

With this understanding, it is apparent that Boeing will not attempt to acquire another property upon which to develop a project like that proposed on the project site. This is because developing a project like PacifiCenter on any available property is not a Boeing corporate objective, while developing PacifiCenter on the project site is, because it will enhance the value of a surplus asset. Therefore, alternative locations not already owned by Boeing cannot be reasonably considered, as their acquisition will be infeasible.

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## **VI. ALTERNATIVES**

### **C. ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

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Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives to a proposed project shall identify an environmentally superior alternative among the alternatives evaluated in an EIR. The Guidelines also state that should it be determined that the No Project Alternative is the environmentally superior alternative, the EIR shall identify another environmentally superior alternative among the remaining alternatives. With respect to identifying an environmentally superior alternative among those analyzed in this EIR, the range of feasible alternatives to be considered includes Alternative 1, the No Project/No Build Alternative; Alternative 2, the No Project/Development in Accordance with Existing Plans Alternative; Alternative 3, the Reduced Intensity Alternative; and Alternative 4, the Non-Residential Alternative.

A comparative summary of the environmental impacts anticipated under each Alternative with the environmental impacts associated with the PacifiCenter project is provided in Table 85 on page 809. A more detailed description of the potential impacts associated with each Alternative is provided above. Pursuant to Section 15126.6(c) of the CEQA Guidelines, the analysis below addresses the ability of the Alternatives to “avoid or substantially lessen one or more of the significant effects” of the project.

Of the Alternatives analyzed in the EIR, the No Project/No Build Alternative is considered the overall environmentally superior alternative as it will reduce all but one of the significant or potentially significant impacts occurring under the PacifiCenter project (i.e., regional and local construction air emissions, regional operation air emissions, construction noise, traffic noise on Conant Street east of Lakewood Boulevard, traffic noise along the western portion of A Street in the event that this street runs adjacent to the golf course, traffic (intersections, freeway segments and residential street segments), police protection services, fire protection services, and libraries impacts) to levels that are less than significant. As discussed above, a significant hydrology impact may potentially be maintained under the No Project/No Build Alternative, as will occur under the proposed project. Thus, only one significant impact will occur under this Alternative. However, as indicated above, this Alternative will not meet any of the General, Design, Development Implementation, or Economic Objectives established for the PacifiCenter project.

In accordance with the CEQA Guidelines requirement to identify an environmentally superior alternative other than the No Project Alternative, a comparative evaluation of the



remaining alternatives indicates that the Reduced Intensity Alternative will be environmentally superior. Relative to the PacifiCenter project, this Alternative will avoid the significant intersection impact located at Conant Street/B Street and Lakewood Boulevard. While this Alternative will not avoid any of the remaining significant or potentially significant impacts, it will reduce a number of the impacts that will occur with the project. Specifically, the Reduced Intensity Alternative will result in less impacts associated with construction and operation air emissions (although impacts to regional and local construction emissions and regional operation emissions will remain significant), land use and planning, aesthetics, construction and operational noise (although construction and traffic noise will remain significant), population, police protection (potentially significant), fire protection (potentially significant), schools, recreation, libraries (potentially significant), traffic (although significant intersection and residential street segment impacts will remain), transit, water, sewer, solid waste, and energy as compared to the PacifiCenter project. Impacts to historic resources, archaeological resources, geology and soils, grading and site design, seismicity, hazards and hazardous materials, hydrology, water quality, employment, housing, parking, and bicycle and pedestrian circulation will be similar to the impacts that will occur with the proposed project. None of the impacts that will occur under the Reduced Intensity Alternative will be greater than project impacts. In addition, as discussed above, the Reduced Intensity Alternative will generally meet all of the project objectives.